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COVER: Rob Henden painted the recently released Classicae's 1:9 scale vignette 'Compassion' – see how he did it beginning page 51.

Canada produced a range of distinctive looking trucks during the Second World War. Steve Guthrie describes the differences beginning on page 31.

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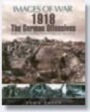
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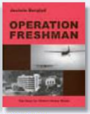
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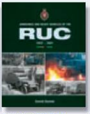
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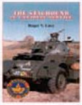
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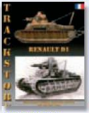
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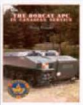
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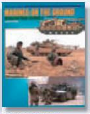
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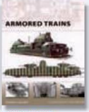
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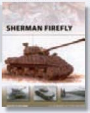
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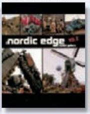
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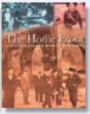
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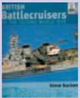
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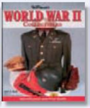
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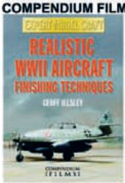

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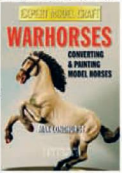

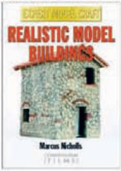

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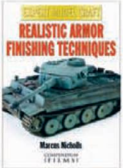

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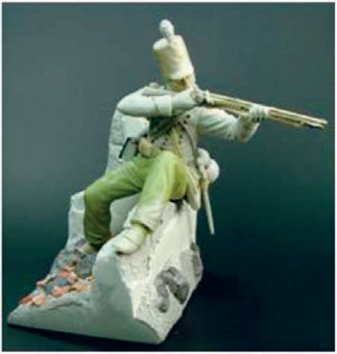

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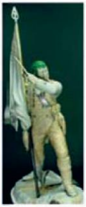

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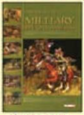

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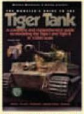

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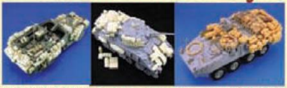

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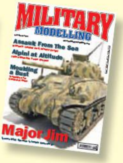
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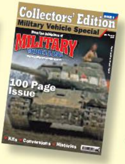
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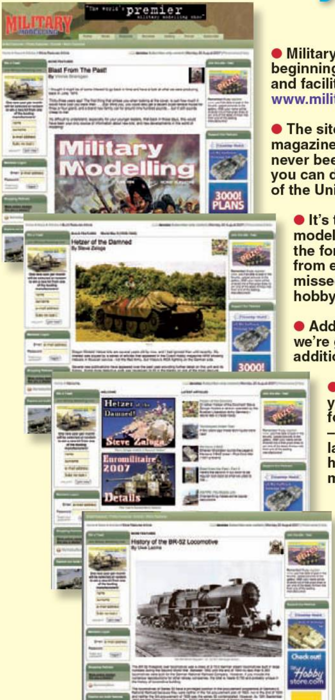
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● It's the ideal place on the Internet to display pictures of your models and somewhere you can discuss the hobby with others on the forum and have your say... You will find some pages selected from earlier *Military Modelling* magazines that you may have missed and some of the older articles will show how much the hobby has changed over the years.

● Additions are constantly being made to the new Website and we're grateful for your suggestions for improvements and additions that will help us give you what you'd like to see.

● The Web Editor is Vinnie Branigan, an active modeller as you can see from his work on the site. He also runs the lively forum and runs announcements and reviews of new products – AFV and figure kits, books, materials and displays, plus the latest news items about events and shows that he and others have attended, and also what's happening in the rest of the military modelling world.

● You can sign onto *Military Modelling's* Website today – as we say it's only a click away... you simply fill in your name and details to register and then have a look around the site. Maybe you can let us know what you think on your first visit, and post some suggestions, which will be welcome because YOUR input is valuable to us. We anticipate you will have plenty to say and we welcome your views...

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● Would secretaries of clubs and societies please allow a three-month lead time for time-sensitive notices. Please note: under no circumstances will copy be accepted by telephone. All notices must be in writing, by letter or e-mail.

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The Editor's e-mail address:

● ken.jones@magicalia.com

Iwata airbrush prize at Sword & Lance '08

Darlington Military Modelling Society present its annual model show Sword & Lance '08, which will be held on Saturday 19th April between 10am and 4.30pm at its usual venue of the now fully refurbished Darlington Arts Centre, Vane Terrace, Darlington, Co. Durham. In conjunction with its popular open competition, which includes classes for all aspects of scale modelling, there will also be in attendance numerous specialist trade stalls and model displays from some of the country's premier modellers and model clubs, including multi Euro Militaire Gold Medal winner Phil Stutscinkas and The Basement Internet Modelling Forum. Also for 2008 we are please to announce by kind sponsorship from the world famous Airbrush Company (www.airbrushes.com) a first prize in a raffle draw to be held on the day of a High quality Iwata airbrush worth over £100.

In addition to the featured events and as in previous years, expert modellers will be hosting some 'How To Do' modelling seminars with practical demonstrations, that include 'question and answer' sessions, which are free entry to all attending the show. A licensed bar, refreshments and catering facilities are available at the venue, which is in easy reach of Darlington town centre and its facilities. For further details on Sword & Lance '08 please contact Colin Holmes Tel: 01325 489801 or colin.holmes@whsmithnet.co.uk

Attention Young Modellers!

There is a special class open to all military modellers up to the age of 18 at the Great British Toy Soldier Show organized by the British Model Soldier Society for Saturday 26th April 2008 at the Royal National Hotel, Russell Square, London where entry is free to young people, but they must be accompanied by an adult. King's Cross and Euston mainline terminus stations are short walks away, and there are two Underground stations close by, as well as bus services. Underground car parking is available on site.

Since the young people's class is an open class, entrants do not have to be members of the Society, but must be under the age of 18 on the day of the Show. Entries may be military, wargame or fantasy figures and there is, of course, no reason why young people should not enter any of the other open competitions if they so wish. Alongside the competitions is an eclectic mix of displays, trade stands and demonstrations. It is hoped that two young modellers will be among the demonstrators – school commitments permitting! For further information on the competition or any other aspect of the event, please contact Michael Creese Tel: 01728 602746.

BMSS National Collection Re-opens

The National Collection of toy and model soldiers, managed by the British Model Soldier Society, will be open to the public again this spring. The collection is on display at two venues, Blenheim Palace, home of the Duke of Marlborough, and Hatfield House, home of the Marquis of Salisbury. Blenheim opened on 15th February and Hatfield will be open from the Easter weekend. There will be a special open weekend at Hatfield on 17th - 18th May when members of the BMSS will be on hand to answer questions and to display their modelling skills. A new display at Hatfield this year features a number of dioramas using flat figures to present battle scenes throughout the ages. BMSS members have free entry into the house and grounds at Blenheim and into the grounds at Hatfield on production of their membership cards! For opening times Tel: 01707 262823 (Hatfield) and 01993 811091 (Blenheim). For further details on the National Collection, please contact John Ruddle Tel: 0208 979 7137.

Kemble Military Show

One of the largest military shows in the United Kingdom, the Kemble Military Show will take place at Kemble Airfield, near Cirencester, on Friday 27th, Saturday 28th and Sunday 29th June 2008. The three days will be packed with exhibits and special events for all the family – and all with a military theme. There will be breathtaking displays of military armour in the live arena together with authentically loud and dramatic re-enactments of battles. Last year, the aircraft of the Battle of Britain Memorial Flight was one of the highlights of the show and, in what is the 90th anniversary year of the RAF, it returns for 2008 with a Dakota fly-past on Saturday 28th June. On each of the three days, there will be a small air display of military aircraft.

On the ground, more than 800 military and classic vehicles will be displayed - armoured vehicles, jeeps, classic cars and motorcycles. Members of the Military Vehicle Trust (MVT), which will celebrate its 40th anniversary at the Kemble Military Show 2008, own many of these vehicles. A registered charity and the oldest military vehicle club in the world, MVT members have vehicles from pre-First World War to the present day, from bicycles to tanks and from just about every manufacturing country in the world. Some members spend years researching and restoring their vehicles, whilst others are content just to buy and run a restored vehicle. All are proud of the standard of their vehicles, which is reflected in the frequent requests for their vehicles for film and TV work.

So that visitors can see what life was like in wartime, a First World War field kitchen will be in operation and demonstrations of cooking wartime recipes. Featured also will be 1930's dancing in period costumes by Gloster Jive and Swing, whose founders, Gary and Sara Boon are the UK's Lindy Hop champions. Many army regiments and wartime veterans, including Chelsea Pensioners, will be at the Kemble Military Show 2008 together with military bands. For the bargain hunter and collector of militaria there are many trade stands to browse. John Keedwell, director of the Kemble Military Show 2008, says, 'each year, we make the show bigger and better and for 2008 we've surpassed ourselves. Kemble is definitely the best military show in the Southwest and now one of the largest in the country.' Admission prices for Kemble on Friday: adults £5, children/senior citizens/concessions £3, under fives go free. Saturday and Sunday admissions: adult: £7, children/senior citizens/concessions £4, under fives go free.

The Guards Museum

Situated in the heart of London, The Guards Museum traces the history of the five Foot Guard Regiments from their beginnings right up to the present day. Being 'Royal Troops' The Guards have a very close relationship with the Sovereign, both past and present and this is illustrated within the Museum. Ranging from a portrait of King Charles II to the uniforms of Her Majesty Queen Elizabeth II. Some of Britain's famous soldiers, who were Guardsmen, are also featured; such as General Monck (the founder of the Coldstream Guards), The Duke of Wellington, The Duke of York (mentioned in the nursery rhyme) to Generals' Alexander and Gort VC who served in the Second World War.

The Museum not only has on display uniforms and portraits, but all sorts of personal ephemera relating to members of the regiments, including medals, weapons, headdress, and everyday utensils such as cooking pots, knives, forks and spoons, cleaning equipment. Almost anything you can think of relating to soldiers lives in the Guards, be it performing Public Duties or on the battlefield.

At present within the museum cases there is an exhibition on 'Music and the Guards', but we have brought the story right up to date with a number of displays on the 1st Battalion Grenadier Guards relating to their service in Afghanistan. One of these includes a plasma screen showing stills and video filmed by the Regiment whilst on operations.

The Museum also has the facilities to hold corporate or private events within its galleries, these can be for a sit down meal for 60 or 180 for drinks and canapés. The Museum has its own kitchens and catering facilities and for more information on events, please contact the Curator.

The Museum is situated within Wellington Barracks and is open seven days a week from 10am to 4pm. If you are coming a long distance, please contact us before you travel, as sometimes we are closed for Royal visits or major ceremonial events. Current admission prices are £3 for adults, £2 for senior citizens and students, children under the age of 16 are free. For further information contact The Guards Museum, Wellington Barracks, Birdcage Walk, London SW1E 6HQ.
Tel: 020 7414 3428. Fax: 020 7414 3429.
E-mail: guardsmuseum@aol.com
Website: www.theguardsmuseum.com

Gary Gibbs
Assistant Curator The Guards Museum

Shepway Open Day and Model Show

The Shepway Military Modelling Society will hold its Annual Open Day and Model Show on Saturday 7th June 2008, in the Methodist Church Hall, Sandgate Road, Folkestone, Kent, which is almost next door to the Car Park opposite the Leas Cliff Hall. Doors will open to the public at 10am to modelling competitions, club displays, trade stands, a 'Bring and Buy', and refreshments available on site. Entrance will be £1 for adults and 50p for children and OAPs. Further information about Shepway Military Modelling Society's Annual Open Day and Model Show is available from Chris Grove, 22 Larch Walk, Kennington, Ashford, Kent TN24 9BW
chrisgrove@tiscali.co.uk

War & Peace Show

The largest military vehicle spectacular in the world will take place at the Hop Farm, Paddock Wood in Kent from 16th to the 20th of July 2008. This is a very big show, geographically and in its spectacular arena battle re-enactments and displays. The trade area alone must be seen to be believed, with well over 1,000 traders displaying a wide and diverse range of military related subjects. There are usually around 4,000 military and civil vehicles displaying at this spectacular that will take much more than a day to get round to see and there's also a model marquee, acres of living history camps, live music, dance and fashion from the 1940s and, subject to the weather, a Spitfire will perform flypasts over the Hop Farm. Camping is available on site (Tel: 01304 813945 www.thewarandpeaceshow.com) For day visitor admission prices, event information and to book advance tickets visit www.thehopfarm.co.uk and you can save up to £10 by booking in advance. Further information is available on War & Peace from The War and Peace Office, Tel: 01304 813945 www.thewarandpeaceshow.com or about the Hop Farm Tel: 01622 872068
www.thehopfarm.co.uk

Present Arms 2008

MAFVA Essex will host 'Present Arms 2008' at Marshall's Park School, Pettits Lane, Romford RM1 4EH on Saturday 16th August. There will be 20 plus traders and 20 plus groups exhibiting armour, ships, aircraft, wargames, figures and militaria. Car parking is free and there are refreshments on site, plus a raffle, demonstrations and classic military vehicles. Admission is £2.50 for adults, £1.50 for concessions or you can get a family of two adults and two kiddies in for £7. The Show will be open to the public from 10.00 to 16.00 hours. For further information on the Show please contact Graham Cotter at
g.cotter@btopenworld.com

Eastern Expo 2008

A large model show 'Eastern Expo 2008' will be held on Sunday 10th August at 'Pulse 8', College of West Anglia, Tennyson Avenue, King's Lynn, Norfolk P30 2QW. 'Pulse 8' is behind the College of West Anglia in King's Lynn, and the doors will be open 10am to 4pm. Admission is £2 for adults and £1 for anyone under 16 years of age. The Show is for anyone interested in plastic model kits – model boats, remote control cars and boats, aircraft, AFVs, dioramas and miniature figures. The organizers, the West Norfolk Scale Model Club, will be using the show to raise money for the Alzheimer's Society. Further information from the Secretary of the West Norfolk Scale Model Club, Abigail Brewin, Tel: 01406 371632
abigail.brewin@northernfoods.com

Military Mayhem

Military Mayhem will take place over the weekend of 30th – 31st August 2008 at Farming World, Faversham in Kent. Vehicle displays, tank and helicopter rides, trade and militaria stalls, plus a model and craft marquee will feature. Camping on site is welcome and entry tickets into Military Mayhem also include a free admission into Farming World. Pre booking and displaying of military vehicles will allow owners free admission and camping at Farming World for two adults and two children. (Applications from the trade are welcome.) Admission prices for the Show are: adults £7, children under 16 and senior citizens £4, family tickets (2 + 2) £20. For further information call the Events Team on 07951 059180 or e-mail
mayhemshow@aol.com

Washington Show

The Washington Model Club will hold their Annual Show on Sunday 6th July 2008 at the Nissan Sports and Social Club, Washington Road, Sunderland SR5 3NS. The venue is just off the A19 road. In addition to the wide range of displays of military models and wargaming there will also be displays of civilian cars and buses. Traders will be in attendance for those who like a bargain and the opportunity to do their hobby shopping in one place. Further information on the Show is available from Joe Long, 76 Bamburgh Close, Oxclose, Washington, Tyne & Wear NE38 0HP. Tel: 0191 4319403
joe-e-long@tiscali.co.uk

Exeter & District Model Club

The Exeter and District Model Club are a 'pretty informal lot' and meet every other week, 7.30pm until 9.30pm running from 27th March, at the Police and Ambulance Social Club on Gladstone Road in Exeter. If you are interested go along to one of their club meetings and ask at the bar for details; but for further information about the Club and dates of the club meetings call Dave on 07855 917274.

Despatch

Readers' Letters and E-mails

Burnished Metal

Dear Ken,
I read with great interest in January's ***Military Modelling*** of Steven Mallia's technique of producing metallic finishes on plate and mail armour. In the late 1980s I ran a small modelling club here in Kendal where one of our members demonstrated his method of burnishing metal armour and bladed weapons.

The polishing process with this technique is to use a series of treatments applied to the casting, with each stage using a finer abrasive such as steel wool scouring powder, abrasive papers, metal polishes and believe it or not 'toothpaste'. The idea is to bring the metal to an optimum smoothness then to burnish it up to a mirror like finish with the edge of a blunt needle. The final step with this technique is to glaze the areas with successive layers of colour tinted, well-thinned Polyurethane gloss varnish, with different colours representing different metals such as brass or copper. However, It has to be said that the down side of this method is that it produces a finish that looks new as apposed to an old and weathered look.

At the time our small modelling club was in fact the Cumbria branch of the British Model Soldier Society and I wrote an article explaining this technique in detail. I still have a copy of the article and if Stephen would like to send me his e-mail address to MAB123@sky.com I will happily send him a copy by return.

Mike Bunn (e-mail)

Help with Soviet markings?

Dear Editor
Would you put the following under the Cry for Help section please?
Can anyone out there help me with reference material for markings for a SU-85M in Berlin at the end of the war? I have a Revell T-34 which I have finished in the 'White Stripe' scheme and want to put the Dragon SU-85M with it without making a historical faux pas."
Many thanks
Chris Maple
Rosena, Kingsland Road, Salisbury SP2 7DN

Canadian Staghound markings

Dear Ken Jones,
I'm a 62-year old retired musician and a reader of *MM* for I think the last 20 years. I'm not a subscriber, but always buy my copy at my local bookshop. (Everybody has to earn a euro!)

I was very pleased with your article about the Bronco Staghound (*MM* Vol.37 No.12 2007) because this was one of the first cars that entered my hometown on the 15th of April 1945. Four days later I was born and named after the then president of the USA, Harry Truman.

There are some pictures of this event, but I cannot see any markings on the vehicle except for a diamond shape on the turret with Z1 in it. Historians over here believe it belonged to the 1st Armoured Car Regiment of the 9th Infantry Brigade, Royal Canadian Dragoons. I'm still very grateful to all these young guys who came over to Europe to liberate us and in particular the Canadians, who after the furious fighting for the *Schelde* estuary went on and liberated most of the Netherlands.

Now for my question. Is there anybody out there who knows the exact signs on these particular vehicles? What's on the front side, etc. I enclose two pictures from a book about the liberation of the town that will maybe be helpful. I'm building the Bronco staghound in the configuration as seen on the pictures, but as said, I'm missing the markings.

I dearly hope that someone can help me and when its finished its going to be on display in our local resistance museum. Feel free to correct my English writing and keep up the good work on your excellent magazine.
With regards
Harry Kootstra
The Netherlands

Good to hear from a fellow 'war baby' Harry. I'm sure some of our Canadian readers can help you, and if they pass along the info I would be very happy to publish it here for you all readers to see. Ed.

Re - BRC and Crusader matters

Dear Ken,
Seeing Bruce Braithwaite's reply in Vol.38 No.2 to Phil Beards' letter in ***Military Modelling*** Vol.37 No.15 'Despatch' set me thinking and looking at my references.

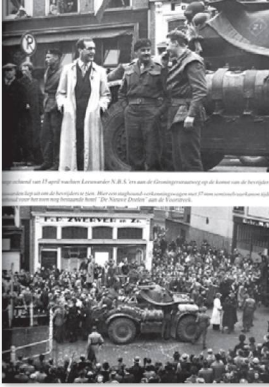
Some years ago I started on a project to record the serial numbers applied to British AFVs, which began with a listing compiled in 1944 by the Chilwell Ordnance Depot recording these against the contracts placed for production. This included the contract number and manufacturer, by turning this information around using the power of computers it was possible to find who made what.

Since then, I have found more detailed listings of when vehicles were built in files at the National Archives in Kew. Hopefully when I get a break from reviews and articles these will be typed into a database for future reference.

Despite this I did not know the location of the factories apart from in a very few cases. Some companies published accounts of what they did in the war years, which filled in some blanks, and some locations in files at Kew that can be incorporated into a database in due course.

However going back to the original question and response, as we now know from Mr Braithwaite that English Electric had a factory in Stafford then what Mr Beards saw being tested were probably Covenanters. Production of these began late in 1940 with the first one being delivered from English Electric in November according to National Archives file AVIA 22/469. Unfortunately the figures for December 1940 and for that matter later months are not broken down by factory in the original records so I cannot say how many of the few built that month were made by which of the three companies involved.

As far as I can see English Electric did not build Crusaders or for that matter Churchills, though then did turn production over to Cromwells at a later date.



Reader Harry Kootstra's Staghound pictures. Can any readers help him?

And in case anyone is wondering what became of the original serials project, it has yet to be completed to a stage where it would be useful to others!

At least combining the two letters and one page from a dusty archive should finally have filled in one blank.

Peter Brown

Air Brush Course

Dear Mr. Jones,
I believe that it was in ***Mil Mod*** last summer that I saw an ad for airbrushing courses, sponsored by the Air Brush Company.

In any event, I booked a course for last September, Advanced Airbrushing. It was cancelled once due to insufficient numbers, then I had to cancel due to a family event.

I finally got there Saturday, 26th January, in Lancing, near Brighton. The course was taught by Jay Laverty, and was really good. There were eight students, with varying amounts and types of experience. For example, I have a lot of model-making and painting experience. However, my most interest in recent years has been painting 28mm metal wargames figures, so my airbrushing skills were nothing fancy. Whereas my goal was to be able to paint German vehicle camouflage, in different scales. So I took with me a Tamiya 1:35 scale Panther tank, a 28mm S and S Models King Tiger and a Flames of War 15mm *Jagdtiger*.

Really, a day (10 - 5) is not a long time and it went very quickly, but what I have learned is more than enough to get me up and going in my own right: competent at airbrushing shading and highlights, and well-placed to develop my skills further.

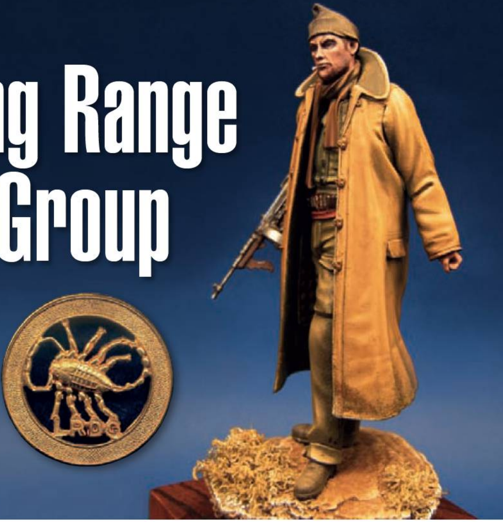
Jay is a patient teacher: first he explains things, then shows you how to do it, then watches over your shoulder as you do it.

I thought I would recommend it to your other readers. The price was £95, which I though was reasonably affordable for a skill that I would hope to use the rest of my life. Regards,

Robert Bothwell (e-mail)

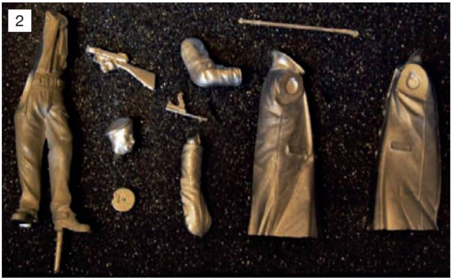
The Long Range Desert Group

Adrian Hopwood assembles and paints Young Miniatures' 70mm white metal figure kit of a Second World War British special operations trooper



ABOVE: Young Miniatures' British LRDG 1942 – designed by Hiroyuki Ishii – painted by the author.
INSET: Cap badge of the Long Range Desert Group.

1
British LRDG 1942
70mm White Metal
Master & Painted by
Hiroyuki Ishii
INCLUDED



With Italy's entry into the Second World War, and the threat of the European theatre of war likely to spread into the desert of North Africa, the British commanders saw the need for a specialised group of men to operate in a looser and more mobile manner than the usual armed troops employed up to that date.

The Long Range Patrols were formed on July 3rd 1940 and later were named the Long Range Desert Group. Initially the force was made up from New Zealanders, after the refusal of troops from the Australian forces. The emerging troop of men would be commanded by Ralph A. Bagnold with his two Captains, Shaw and Clayton and these three officers would act under the auspices of General Wavell. The New Zealand soldiers were mainly from a farming background, which was thought to be of advantage because of the likelihood that the men would be used to working with, and be capable of fixing, machinery. The small force would soon have both British and Rhodesian soldiers join it too.

The idea of a highly mobile and fluid group saw the use of unarmoured civilian vehicles like Chevrolet WBs and Ford F30 4WD trucks. These would soon be replaced with more Chevys – this time the three quarter-ton command cars and 1.5-ton trucks, but joined by the ever-present Willy's jeep. Whilst the issue of weaponry was mainly from stock British forces items – Thompson submachine guns, Lewis guns and Bofors 37mm guns for on the trucks, the men soon began picking up captured equipment to turn to their own use.

Training was quite brutal (from the films I've seen on the TV History Channel), having men jump out of the back of vehicles moving at thirty-odd miles per hour, to long treks on foot in the desert. The focus was on building up the ability to survive in a harsh environment and behind the enemy's lines.

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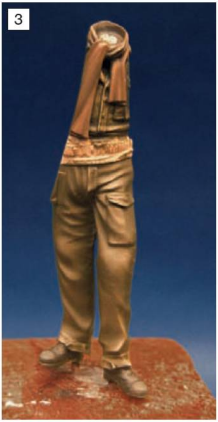

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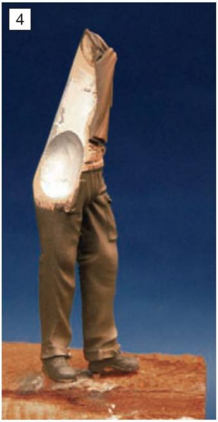

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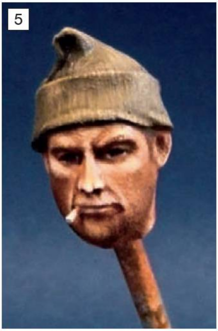

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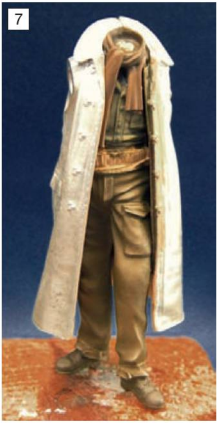

The men brought into the troop were not necessarily models of soldiery, in fact quite a few were there because they were deemed to be mavericks or simply very difficult to control under the normal army discipline of the day. Whilst there were rules and regulations to be observed, the lateral thinking and 'beg, steal or borrow' attitude were highlighted as attractive attributes.

Certainly the desert environment was a harsh place to be posted to; the weather was always an extreme (too hot or too cold), with all the problems to body and equipment that this brought. Many of the local peoples were against the British forces, not to mention the Italian and German forces. Basically, the world and his dog wanted your head on a plate! On top of all that, the initial group of 150 men was split into small forces of around 40 men to take on the work of infiltrating the enemy lines and cause havoc behind them.

Having been trained in communication and navigation, some of the embryonic force was sent out on their first mission under the command of Bagnold and with orders to survey the supply traffic using the Jalo to Kufra track. At the same time, other portions of the LRDG were given the task of setting up hidden supply dumps along the Libyan border, so that the range of future incursions could be extended.

By September 1940, the Group's training was deemed sufficient to take on a combat role, and separate forces were sent out to the desert; the first real battle taking place against Italian forces holding a fuel dump. Other members of the LRDG bypassed the Italians, and linked up with French forces in Chad, and it is believed that this group were instrumental in getting the French to join with the Free French force, and together fight for the allies. So impressed by the LRDG's actions in it's initial role, the War Office approved an increase in the force to double its number – the new intake coming from British, Indian and Rhodesian nationalities.

This was the beginning of an exceptional history of success, with additional men being brought in to take over when wounding or death thinned out the original force, or to raise numbers, as with the forming of an Indian/British squadron during 1941–43, an artillery unit, and even an air link, even though this latter had to 'buy' its own aircraft, because the RAF refused to supply any.

Probably the most useful contribution the LRDG made to the war effort in North Africa was the constant watch on the Tripolitanian coast road, where a two-man unit would conceal themselves before dawn's light brightened the sky, and throughout the day would identify and radio through all traffic that used the road. After the African campaign ended, the LRDG went on to serve in Italy, Greece and Normandy.

Young Miniatures' Model

This is 'one of those figures,' you know, the ones that you see a picture of and think 'I gotta have one of them!' Certainly I think that Young Miniatures will sell one or two of these, as the whole thing just looks right. The pose, the clothing - it just works. The other thing is that production of the model is so complete, there's even a nameplate in the box, ready and waiting for when you've finished him – what more do you need as an excuse to get on with it?

Well, not much, I admit, but I'll start with the presentation of the piece, which is worthy of note. A nice box, rather on the large side, but containing plenty of soft foam packing

8

9

to keep the pieces safe. There's a picture on the box of a well painted example to whet the appetite, and the pieces of white metal that make up the kit are separated into two layers in amongst all that foam.

The parts split is interesting to say the least, but logical for all that, and there's a choice of two heads to be used; a clean-shaven rather 'good looking' character, and the rather more 'rascally' and unshaven second head, which I'm pretty sure that most of these will be made with.

Photo 1 shows the box art whereas **Photo 2** shows a layout of the parts. Yes, impatience had won the day; I'd primed the main casting! The second of these shots shows what I mean about the odd split of the parts – the coat comes as two separate pieces which join down the central seam at the back, and some filler will be needed at the collar by the way, but only a small amount. This makes the main casting of the legs and torso look very strange, as the upper body tapers to almost a point at the shirt collar. It may look odd, but it certainly works, and the three components join quite well, to result in a very effective model with the maximum benefit for undercutting of the flowing coat.

The head and arms are separate as well, and the 'Tommy gun' (two further parts) slides into place in the crook of the right arm. That would give a few problems when I got around to painting that area, but we'll cross that bridge when we get to it. The metal is very soft and easy to work, and because of this, it allowed me to make a few improvements to the model that is caused by mould limitations. These were simple enough to do, and involved using a very sharp scalpel to cut under the pocket flaps on the coat, and also the ends of the straps on the trouser cuffs. Once I'd got the blade under the edge, I could then gently bend the metal a little so that more of a gap was visible. It's not a great deal of work, but it does add a little bit more detail to the model for anyone who gets close enough to see such things.

Photo 3 shows an evening's work; the shirt and trousers were completed, using a mix of Mars Black, Mars Yellow and some Titanium White. The first two make a very good Khaki colour, and by varying the amount of each of the colours, the darkness of the resulting mix can easily be altered. I used the white to add highlights, and to fade certain areas, with more additions of the black to deepen the shadows. Two separate mixes were made for the trousers and the shirt, this being so that the clothing looked to be separate items. Just so that I got the shadows right on the trousers, I fastened the coat halves in place temporarily with some Blu-Tack. This then showed me where the trousers would be in complete shadow, and also where light would effect highlights.

This may be more visible in **Photo 4**, because there are no mid-tones or highlights on the back of the right leg. The front, however, does display

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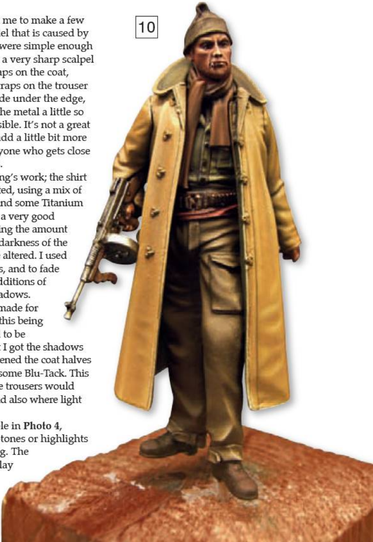

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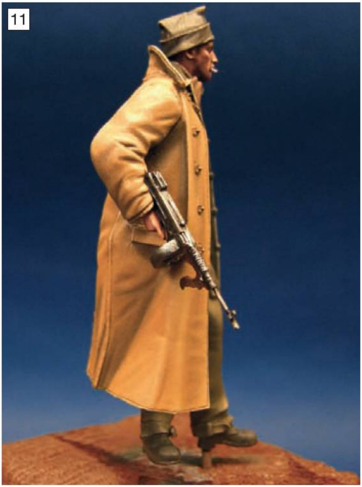

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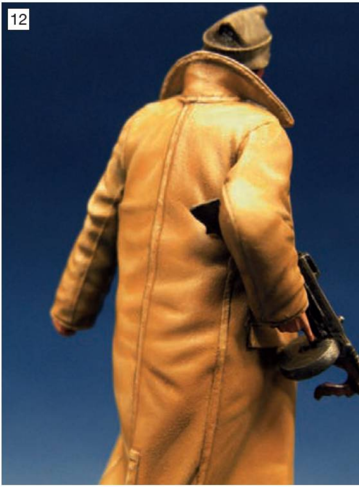

such tonal change, because the front of the coat is open. The scarf is painted with a variation of the Khaki mix (believe it or not) but with some Mars Brown added in to warm up the base colour. Again, Mars Black and Titanium White are employed to give the shadows and highlights.

Photo 5 shows a close-up of the head. I've just about completed the painting of this, although the eyes want evening up somewhat. I used a slightly dark mix of mid-tone flesh colour, made from Winsor & Newton Flesh tint, with Mars Brown, Mars Yellow and Titanium White added in to make a reasonable flesh colour – all oil colours by the way. I used this over a good, solid undercoat of Humbrol Flesh acrylic (three coats to build up the solid colour), and then added more of the Mars Brown to build up the shadows. Highlights were added with more of the Titanium White, and then the face was allowed to dry fully. Once this had happened, I added the deeper shadows with some Burnt Umber oils, and also stippled on some of this colour, mixed with Payne's Grey to give the impression of unshaven stubble on his chin and jaw-line. This shot also shows the woollen hat painted. I used some of the mix from the trousers, tinting it with some more Mars Black, and using an old brush to put in multiple lines of lighter colour to show the ribbed, knitted texture, especially on the brow-band.

Photo 6 shows the inner faces of the coat. The sculptor has to be congratulated on how the model has been split up for casting, because although some of the parts look very odd when you get them out of the box, they fit together very well, but also allow the model to be painted in sections that can then be joined together, and make up a very detailed model with undercuts that would be impossible to produce in any other way.

But back to **Photo 6** that shows how I've painted the quilted effect on the lining of the coat, using an Olive Green for the shadows, and lightening it with some Mars Yellow and some Titanium White so that I could build up the mid-tones and highlights. Some delicate painting here, because the detail is rather shallow, though there's enough there to guide you, but not enough to let you simply dry brush the area and get a good effect. Sorry guys, you're going to have to paint this section carefully, and to be honest that takes time. However, the good thing is that it's worth it, although not a lot of it is visible once the coat is glued into place, it's on show enough to make you feel that the effort was worthwhile. Once the section had dried fully, I used some Mars Black to define the stitched detail between the quilted squares, which does add some depth to the area.

Photo 7 shows the coat in place (temporarily), so that you can see that there's some space between it and the legs and showing that it's worth taking a bit of time over that quilting! I wanted to check here that the shadows were looking good on the trousers, but needed the coat to be removable so that I could paint the waistbelt and the ammunition.

Having painted those two areas, the coat could be glued into position, and I did have to add a small amount of Magic Sculpt putty to fill in the slight gap that runs down the back. The joint seam of the garment does hide a lot of it though, and I just had to add a wipe of the filler.

In **Photo 8** you can see the back of the coat, with a nice clean paint job. I used an initial undercoat of a sand acrylic (Games Workshop's Orc Brown) using several thin coats to get an absolutely solid colour. Then I added a mix of Mars Yellow and Titanium

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White oils, with just the tiniest spot of Raw Umber added in. This was painted on and then stippled with a large soft brush to give a slight suede texture. To shade I added more of the Raw Umber, again stippling this into the surrounding paint so that the darker paint faded into the lighter mid-tone, and also retained the texture effect. For highlights I added more Titanium White, using the foregoing method to add small amounts of the lighter paint, and then blend it in to the surrounding colour. It was quite a long-winded method, because whilst the white does effect a change in the colour, it's gradual, and getting the lightest highlights took time and patience to build up.

I let the coat dry fully – which took a few days, then went back and added more of the applicable paints to the shadow and highlight areas.

Photo's 9 through to **11** show all-round views of the figure as it nears completion, the coat being finished with it's main colours, the arms fastened in place with Blu-Tack whilst the coat was painted and left to dry, only to be fastened in place permanently when the 'Tommy gun' had been painted and it's attendant hand fixed into place.

The close up in **Photo's 12** and **13** show the seams on the coat. These are just begging to be treated to extra detail in that there is some puckering of the material sculpted in to the parts, and this can be enhanced even more with some careful shading and highlighting. Time consuming, but fun!

Photo 14 shows the front of the figure, but also the grain detail on the forward grip of the 'Tommy gun' can be seen. Again, this is time consuming to paint in, but the figure really does enthuse the painter enough for you to want to make the effort. I'm not keen on the way in which the light catches the eyes in this shot, I don't think that the sculptor has used beads or ball bearings for the eyes on the original sculpt, but instead, he's sculpted the eyes by making impressions in the sculpting medium. This shows up here, where the eye catches the light in this manner, as the concave shape of the eye, rather than it being a convex sphere, catches the light when a gloss varnish is added to indicate the wet surface of the eye. It's a small point, but it shows up on pictures like this, although in a display cabinet, I doubt that anyone would be able to notice.

The final shots of the model show him placed on a very small base, made from some Milliput, sculpted into shape with a small piece of stone. I added a small plant, just for a little interest, this being some deep-sea fern that I pulled off a water pump brought in to work for cleaning. (Well, I was helping out whoever was going to get sent the pump by removing a few bits of the fern-like stuff.) Also in these shots you can see that I've added some 'dirt' to the lower edges of the long coat. I initially tried various weathering powders, but these didn't show up too well, so I opted to use a large-ish, soft brush with minimal amounts of paint on the bristles so that a spotted grubby look was given to the lower edges. It took time to build up the dirt, and I used Mars Black, Burnt Umber and Mars Brown oils for this.

The .45in Model 1928A1 Thompson submachine gun was bought initially for cash from the USA by Britain. It also came supplied fitted inside some of the first Lend Lease armoured vehicles supplied to the British army in North Africa. This version is fitted with the Cutts Compensator on the muzzle and a 50 round drum magazine. Twenty-round (and later 30-round) round box magazines became more usual later in the War.

The LRDG would have had different types of Thompson SMGs. Horizontal wooden fore grips were fitted to the Model 1928A1 Thompson instead of the pistol grip, which was more or less phased out of production models. The Thompson was a heavy submachine gun – especially when fitted with the 50 round drum magazine. The basic Thompson design was later simplified and lightened into the M1A1 types issued to US troops towards the end of the Second World War.

Having got this grubbiness looking fine (I don't usually find my weathering efforts particularly convincing, to be honest), I then moved on to the areas that would also get dirty; the elbows of the coat, the lower middle of his back where he'd sit when wearing the coat, plus down the front where he'd be using dirty hands to fasten the coat on cold nights in the desert.

So, final touches, the off white acrylic used for the cigarette, with a dark grey tip for where it's turning to ash, some of the weathering powders on the shoes and lower cuffs of the trousers, and just a bit of refinement to the stubble on his chin and cheeks.

All done!

I liked the look of this kit when it was released, and I can safely say that I wasn't disappointed when I got a look inside the box at the parts. The model is a joy to work on, because a lot of thought has been put into how the parts go together, and how it can be painted, with a view to the finished piece looking as detailed and natural as possible. There's a small, etched-brass plaque that can be added to the base (the one I used coming from Dave Armstrong at Armstrong Bases), and that's all I can say really. It's well worth the money, good sculpting, good casting and an unusual subject – what more could you want?

Thanks to Colm White for trusting me to paint this for him, hopefully it's giving him as much pleasure to look at, as it gave me to paint. ■

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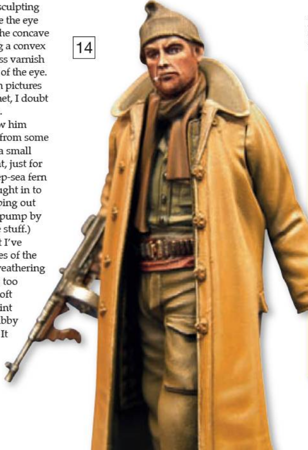
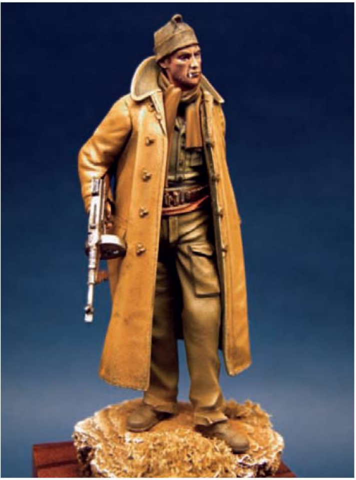


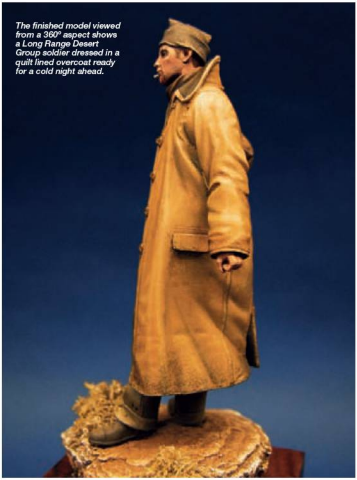
References

http://en.wikipedia.org/wiki/Long_Range_Desert_Group
Programmes screened on TV's The History Channel

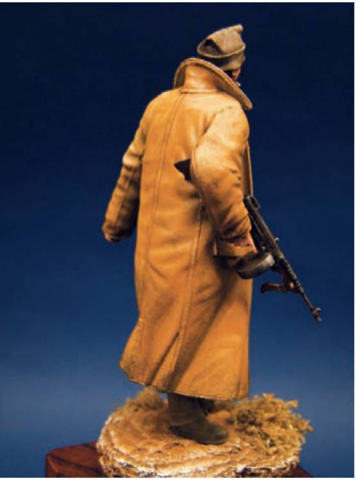
Availability

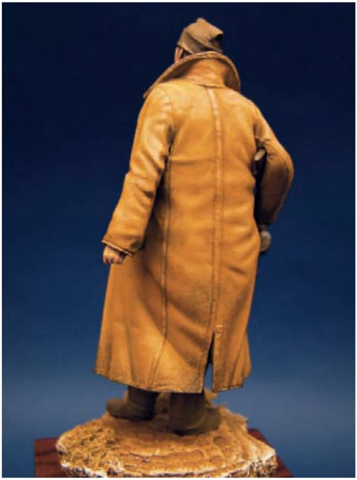
In the UK it's stocked by Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528. sales@historex-agents.co.uk www.historexagents.com
Code: YM7002 Price £33.
Seil Models Co. Ltd., Room No. 208 Seil Building, 18 – 3 Yonggang-Dong, Mapo-Gu, Seoul, Korea. Tel: + 82.2.707.2750. Fax: 82.2.707.2749. webmaster@seilmodel.com

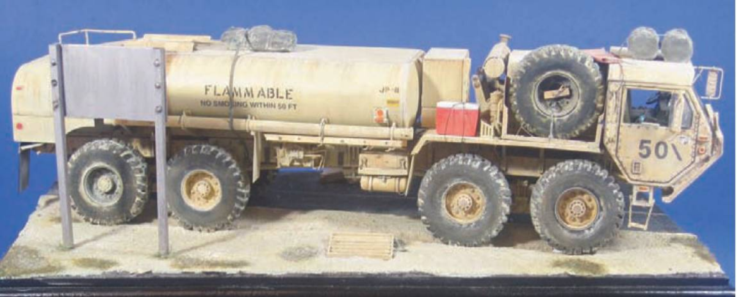




The finished model viewed from a 360° aspect shows a Long Range Desert Group soldier dressed in a quilt lined overcoat ready for a cold night ahead.







Italeri's M978 HEMTT

From lessons learned Bob Burik builds Italeri's 1:35 scale M978 HEMTT to represent an OIF Truck from the US 3rd Infantry Division

The Heavy Expanded Mobility Tactical Truck (HEMTT) has been in the US Army inventory since 1981, and over 16,000 have been produced in various configurations by the Oshkosh Truck Corporation. The variant that will be the focus of this article is the M978 Fueller, which has a 2,500-gallon capacity tank.

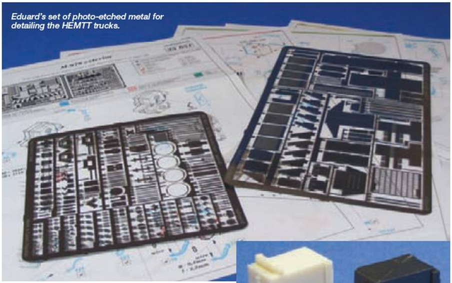
This project was inspired by my research into the 3rd ID's combat history in Iraq. The two 'Thunder Runs' are well known and the most intense fighting at that time seemed to be at 'Objective Curley' that was one of the three highway interchanges on Highway 8 outside of Baghdad. The supply train was caught up in that fight, several casualties were taken, and a number of trucks were lost. I wanted to show these men contributing to the success of the battle for Baghdad.

At a time, the soldiers were surrounded and nearly overrun. It was vital that the supply train be protected so that the combat troops could stay in Baghdad instead of merely raiding and leaving. Thus, my vignette shows the men pulled off the highway and reviewing their options in the confused battle at Curley. I wanted to depict a truck that had been through some campaigning, and I wanted the viewer to get an idea of how the crew lived on a truck with little storage space.

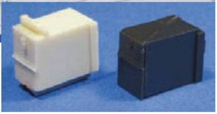
Italeri's Kit

Italeri came out with the fueller version many years ago, along with a cargo version. Overall, the kit is good, but the details are soft and for many, the aftermarket kits will need to be employed to build a truly accurate model of this vehicle. The true weaknesses of the kit are the chassis and wheels. Many details of the chassis have been ignored, and some are not correct according to my sources. To the rescue comes Eduard with a fine photo etch set, and Pro-Art with well-detailed, resin replacement parts. In many ways, if both aftermarket sets are purchased it will be somewhat wasteful, since Pro-Art's resin parts already have many of the same depictions as the Eduard set. And there is very little work required with the Pro-Art set since most of their parts are complete replacements. But, as is typical with Eduard, their kit is very complete, so for the purists the Eduard kit is a must too. Ultimately, the Pro-Art set saves lots of work since all the details are already moulded on, and there are no joint seams to clean up either as there would be with plastic-injected original kit parts, which in many instances come in halves.

I also used the Pro-Art interior kit, since here too the Italeri parts are soft on detail, and as will be seen, the kit wheels were exchanged for the Pro-Art wheels also.



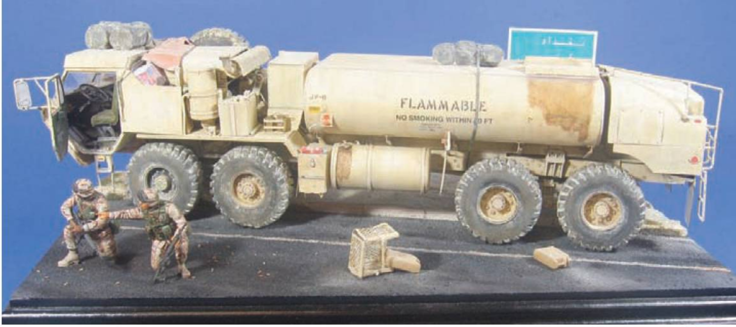
Eduard's set of photo-etched metal for detailing the HEMTT trucks.



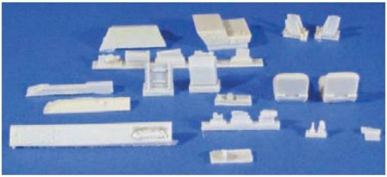
Comparison of the left side toolbox. The kit part has a seam that would have to be cleaned up.

Chassis

I followed the instruction sequence, after studying the three aftermarket sets to be sure I would not run into any problems. Since so many parts cover up others, I decided I would have to paint in sequences on occasion. The partially depicted engine is a prime example. There was no way I was going to be able to get even a paintbrush into that small area after all the other parts were added, so I was sure to paint it and do my best to mask it when it came time



The finished model on its scenic base. Although the wheels were sanded a bit on their bottom surfaces, and are touching the ground, one or two do not appear as such, but the angle may be the explanation. The scattered equipment is a nod to the difficult fighting and a hint that some Abrams had ran into trouble on this spot already. Spent shells surround the truck crew as well, indicating they at least took some shots as they got ready to go to cover.

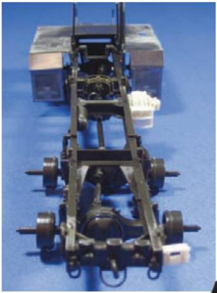


ABOVE LEFT: Pro Art's interior kit. ABOVE RIGHT: Pro Art's exterior kit.

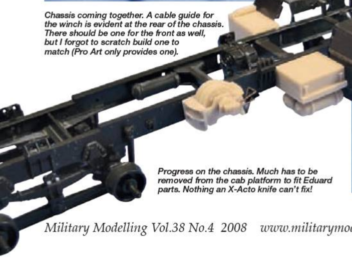
to paint the desert camouflage. The bank of rear brake lights should probably be removed, as no current example I have seen has them. But I did not notice this until it was too late.

I was not too worried about the oversimplified chassis since once many of the detail parts are added, and then the cab, tank, and pump module, these shortcomings are not noticeable. If the truck were to be turned over on its side then this would be another story! Besides the aftermarket parts, I added hoses and wires, and brake lines. Some of these lines disappear to nowhere since even though I had the tech manual I could not tell where they went, and again, all of it can not be seen without turning the model over, so I was not too worried about it.

One addition the more ambitious might want to try is to scratch build the storage locker that is on all the later model HEMTTs. It is located on the right side between the front and rear pairs of wheels and is suspended out from the chassis by two supports. The reason I did not try this was that the handles are recessed and this would take too much time for me to get right. I decided, therefore, to show it missing by painting the missing support bracket areas green, theorizing that when the truck was painted sand these supports would have been present, but now that they are not, the original green is exposed.

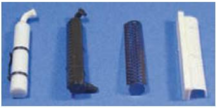


Chassis coming together. A cable guide for the winch is evident at the rear of the chassis. There should be one for the front as well, but I forgot to scratch build one to match (Pro Art only provides one).

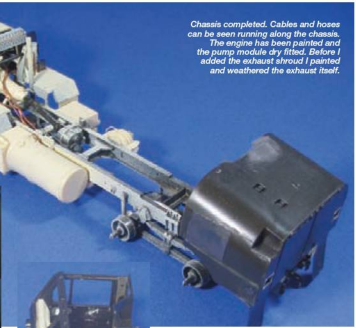


Progress on the chassis. Much has to be removed from the cab platform to fit Eduard parts. Nothing an X-Acto knife can't fix!

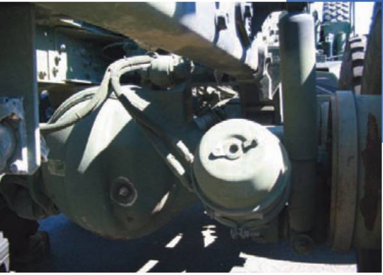
ABOVE: Engine and transmission work. This area will be painted before the exhaust stack goes over the top of the transmission.
LEFT: Comparison of the Pro Art winch and kit winch.



ABOVE: Pro Art's exhaust on the left. I detailed it with the Eduard set. Pro Art's exhaust shroud is on the right. I liked Eduard's better so I went with the Eduard shroud over the Pro Art exhaust/muffler.

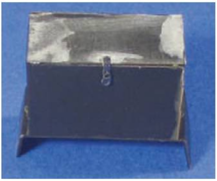


Chassis completed. Cables and hoses can be seen running along the chassis. The engine has been painted and the pump module dry fitted. Before I added the exhaust shroud I painted and weathered the exhaust itself.



ABOVE LEFT: Chassis detail including brake chamber, which does not come in the Italeri kit, but is provided in the Pro Art kit. ABOVE RIGHT: The cab almost done. Probably due to my own fault, the resin pieces did not fit perfectly as can be seen by the gap in the centre counsel. That required filling.

Roof spars in place. Maybe not necessary since nobody looks here, but it is an easy detail to add so I did it.



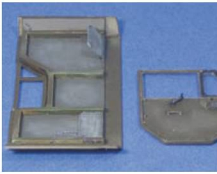
Details added to the large storage box behind the cab.

The front tie rods are depicted incorrectly in the kit. Italeri has you to glue the front rod below and to the front of the first axle. It should be above and behind the axle! Also, the second rod is placed behind and below the second axle, but it should be above and behind the axle. I did not notice this until I was towards the end of the build and so I simply removed them. I thought about placing them in their respective spots, but decided the work was not worth it since they could not be seen once in place.

Cab

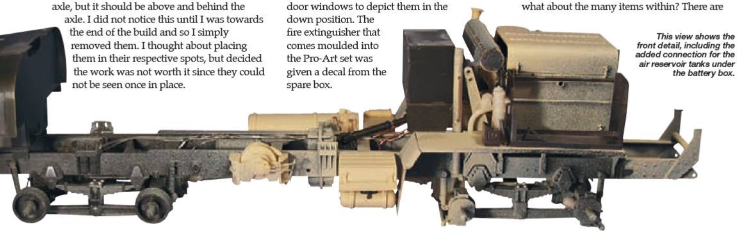
The Pro-Art kit is nicely detailed, but working in such a tight area as the cab was difficult. Everything in the cab needs to fit perfectly for it all to work out. Forget about dry-fitting a couple of times; it should be more like ten! I decided to put in a three-point seat belt system, but the vertical parts were hidden in my model once the seats were in. Also, with the passenger side door closed it is very difficult to see anything near the floor, so do not bother with any details at the bottom of the seat; which is why I was sure to have the driver's door open on the model, so that the interior could be more easily viewed.

The insides of the doors were detailed with new window cranks, and homemade door openers, using scraps of plastic and then carving the indentations into them. A few Grandt Line bolts were added to the doors too. I used the kit glazing but cut out both door windows to depict them in the down position. The fire extinguisher that comes moulded into the Pro-Art set was given a decal from the spare box.

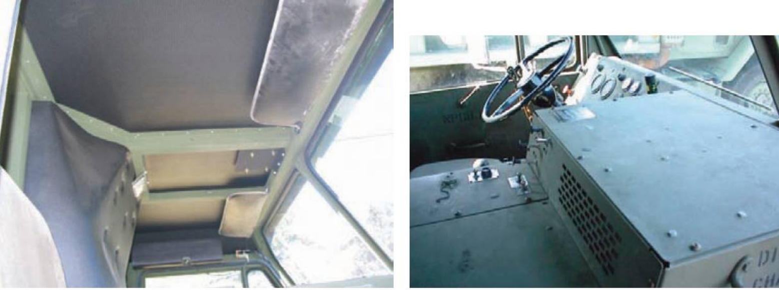


Finished cab ceiling. Note the air horn chain (Eduard scrap) and sun visor. I pulled one sun visor down in an attempt to get some notice in that area of the cab.

I also took the opportunity to show some crew garbage on the floor in the form of left over MRE contents and a couple of water bottles (thanks Brent!). I made the MRE contents out of pieces of Tamiya MRE paper. This is something that is rarely modelled. The main MRE box is commonly depicted, but what about the many items within? There are



This view shows the front detail, including the added connection for the air reservoir tanks under the battery box.



ABOVE LEFT: Passenger's view of the cab ceiling. ABOVE RIGHT: Passenger view of the centre console.

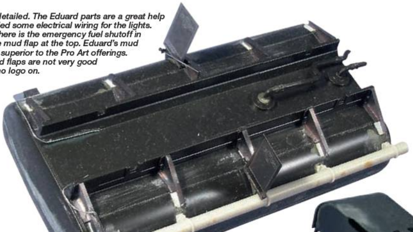
numerous packets of various sizes and make-ups. Some items come in small cardboard boxes, so using scraps from a Tamiya or similar MRE box would be fine. These can be seen on the floor on the driver's side. I also decided to show a Skittles packet on the console on the driver's side. Skittles are a favourite MRE item, and so I figured that any soldier who saw the model would appreciate such a depiction. I thought about depicting some of the round coloured candies on the cab floor or even on the seat, but I thought this might confuse the viewer. The Skittle bag was made by printing out an 'appropriate find' on the Internet.

I drilled a series of holes into the cushioning between the driver and passenger for the bolts that are evident in the recesses. I added weathering strip around the driver's floor window by dipping a toothpick into drying white glue and 'painting' the glue around the window. It creates a nice bead that represents weather stripping well. I also used the same technique around the rear windows of the cab. The floor window also received a bar made of scrap photo-etch. This bar is meant to stop the driver from putting his foot through the glass.

The steering wheel did not sit right when all was in place. It was too close to the seat cushion, and it would be obvious there would be no way a human could get his legs under the wheel, even if the wheel could be adjusted, so I raised it somewhat. It now might be too close to the chest area, but it looks a lot better than before. I added the air horn chain above the driver using scrap PE chain.

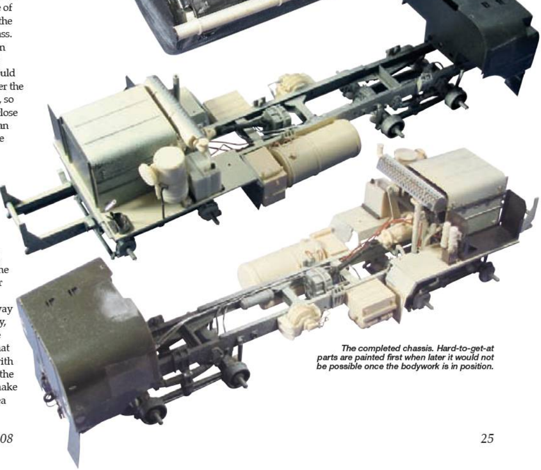
On the outside, I decided to show a damaged headlight and I had just the photo from a visit I made to Fort Stewart, home of the 3rd Infantry Division. The light mount has a slight concave shape to it so I used a rounded drill bit to impart this into the flat surface. The grille plate from Eduard is a great improvement as well because the kit part does not have the correct number of slats, and is much too thick. Still, the Eduard part needed one slat trimmed away on each side above the tow points. Finally, note the chevrons on the backsides of the door mirrors. There is no 'correct' way that these face and I have even seen photos with one mirror's chevrons facing down, and the other facing up! The final touch was to make a panel out of Evergreen stock for the area behind the driver. This was a local stowage improvisation by the 3rd ID. With this addition crews were able to toss whatever they felt like into the makeshift bin without having to tie the gear down.

Fuel tank detailed. The Eduard parts are a great help here. I added some electrical wiring for the lights. Also seen here is the emergency fuel shutoff in front of the mud flap at the top. Eduard's mud flaps were superior to the Pro Art offerings. The kit mud flaps are not very good and have no logo on.

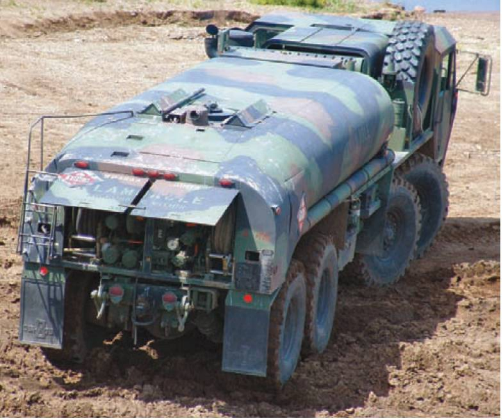


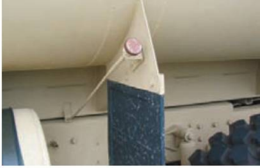
Tank and Pump Module

Not too much work was needed in this area. The tank had some electrical wiring added to the side running lights, and a six-rung ladder was scratch built to hang on the side. I used my



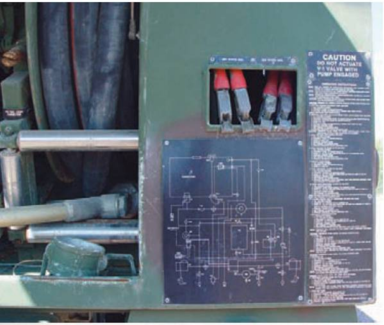
The completed chassis. Hard-to-get-at parts are painted first when later it would not be possible once the bodywork is in position.



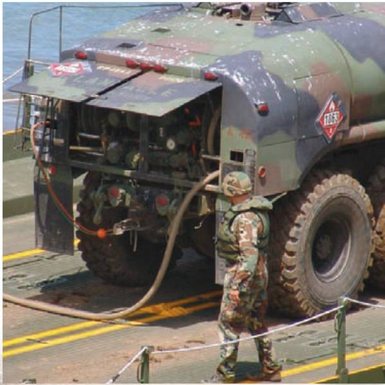


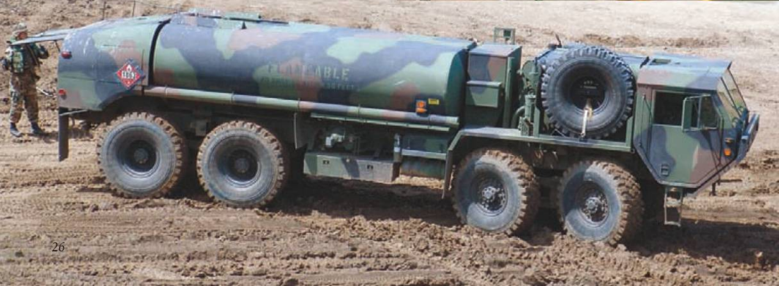
ABOVE: Emergency fuel shutoff.

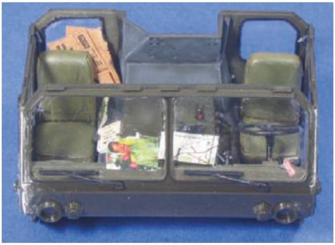
trusty 'Chopper' to be sure everything was cut squarely and equally. The ladder is mounted on a small 'L' bracket made from scrap PE attached to the underside towards the front and a spring wire towards the rear. Small plates exist on the real truck to mount the storage tube to the right side of the tank. I made these with thin card and replicated the weld seams by using my X-Acto knife on the glue-softened plastic. I added a lip around the two access openings on the fuel module using putty. The Eduard mud flap mounts for the fuel module are not correctly depicted in their instructions. They should be folded and mounted as shown here. The Prime Portal website has some good photos of this area as well. I meant to depict the rear ladder folded up for travel, but I forgot. In speaking with some



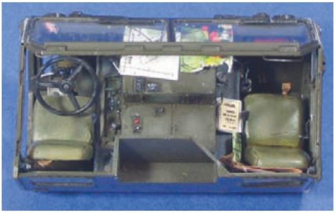
ABOVE: Detail of the pump module. These photos are of US based HEMTTs on exercise. (Don Busack)

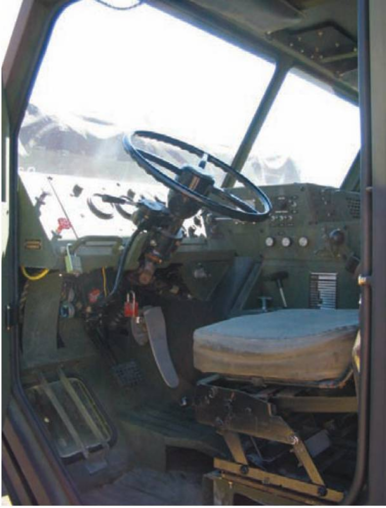






Views of the finished cab. RIGHT: Driver's side. Compare this with the model.





vets, I was assured that it was not unheard of for the ladder to come unfolded while travelling, so I was okay to leave it the way it was.

One problem I ran into in this area was with the Eduard tank support brackets. They are a huge improvement over the kit parts, but are left and right-handed. I knew this, but still somehow ended up putting them on backwards! Luckily I was able to remove them without damaging them, and got them on the correct way.

The roof door on the pump module has the recessed handle on the wrong end of the door, which I didn't notice until it was too late, so I left it. Most M978s today have a cover for the wires and hose on the roof, so I made one from Evergreen stock, again using the 'Chopper' to be sure everything was square on my cuts. I used solder for the hose and thin wire wrapped around the hose per my reference photos. After I'd finished painting the model I was advised that the lock on the rear doors most likely would not be there in a combat environment, but would be there otherwise.

Finally, I made the emergency fuel cut-off handle and although the kit provides the top part, the long rod needs to be made, and then a mounting point on the tank/hull area. I used some thin wire after drilling a small indentation on the back of the knob.

Wheels

The Pro-Art wheels were used since the kit wheels are by far the worst item in the box. I wouldn't even waste space in my spares box for these.

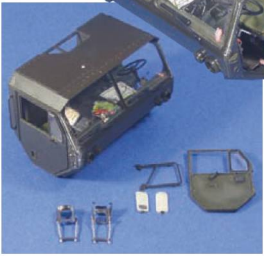
I had two minor issues with the Pro-Art wheels, one of which was the many tiny air bubbles near the pour plug. These were filled with a wipe of filler. The other issue was the size of the pour plug. It is a little too large in that it takes away the tread pattern. This would not be a problem if you were showing your truck in soft ground or grass, but on hard pavement the lack of tread would be obvious. I tried to carve in some of the pattern where it was needed.

Note that the wheels are left or right-handed. The pattern faces a particular travel direction depending which side they are mounted. Also, note that there is a front pair of hubs and there is a rear pair of hubs and so the two are different. The inside faces of the Pro-Art wheels are odd as well. There is

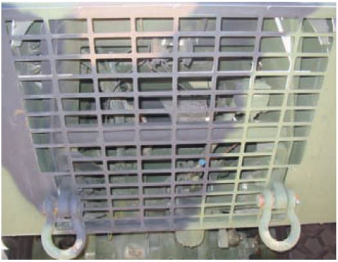
RIGHT: Roof now added and gaps filled.

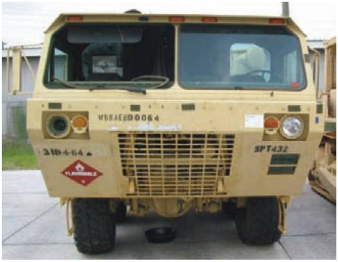
INSET: The finished cab.

BELOW: Finished cab with door details and steps. Note that some HEMTTs have a different style of steps.

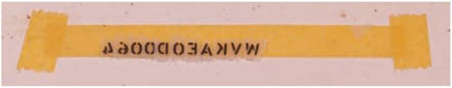


ABOVE LEFT: The Pro Art replacement resin wheels. ABOVE RIGHT: Comparison of Pro Art wheel on the left, and a kit wheel on the right.





ABOVE LEFT: Detail of the front grille and what can be seen through it. ABOVE RIGHT: A derelict M978 at Fort Stewart, home of the 3rd ID.



This is how I kept things straight. The tape has its sticky side up and the letters are placed backwards.

Subassemblies dry-fitted. Note the large seam that needs to be dealt with on the tank.

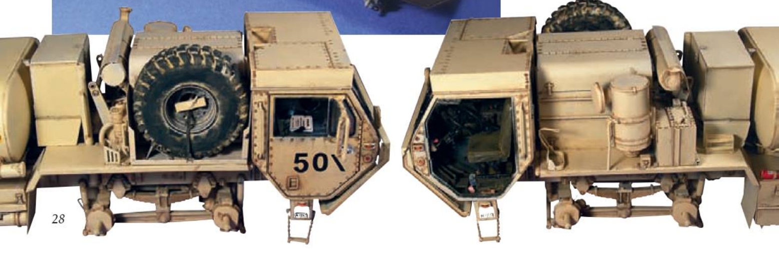
no obvious mounting point since the circular indentation does not match the kit hub. I used Pro-Art's Website as a guide since they show photos of a truck with the wheels mounted to a bare chassis.

I decided to drill an appropriate sized hole in the back of each wheel and was able to slide the axle mount into this. This helps keep the wheel centred and provides additional support for these heavy wheels. The alternative would have been to snip off the axle mount and marry up the wheel to the axle, but this would make it difficult to get the wheel perfectly centred and would provide less support.

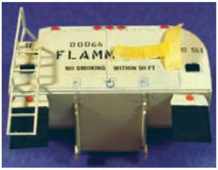
Decaling

I was not able to use much of the kit decals. To properly depict a desert-painted truck most of the markings need to be in black

BELOW: Base coat has been completed along with a pin wash. Later, wheel chocks would be added to the empty storage box on the right. The wheel chocks were carved from plastic bits.

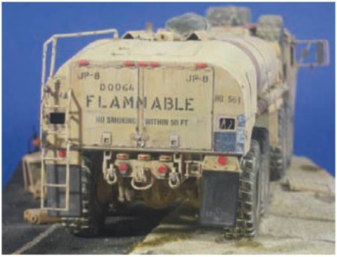


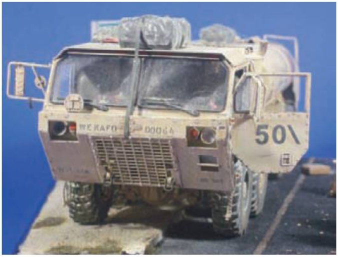
LEFT: Wheels painted and weathering underway. A pin wash has just been added. ABOVE: Wheels with MIG pigments applied. Later they would be rubbed with my fingers until I was satisfied with the look.



The tedious process of working with the dry transfers to get what I needed. I used Archer dry transfers for this job.

ABOVE: Figures underway. The Verlinden boots (right figure) do not match the Dragon boots very well. After painting I do not think the difference is very noticeable, especially since the sole of the boots face up against the vehicle. BELOW LEFT: Gas detection M9 tape was depicted on the ladder and both cab door mirrors. Also seen here is the grounding wire and clips wrapped around the ladder. It is unlikely there would have been a lock as I depicted. In a combat zone the lock would hang somewhere else, but it would not be locking up the fuel doors since this would potentially prevent the crew from doing their job in an emergency.





stencilling. Italeri really only provides markings for a German-based woodland camouflaged US truck. I was able to use the 'No Smoking Within 50 Feet' and the 'Caution' decals. But I had to make the rest. I used the few OIF1 photos of HEMTTs that are available on the Internet, and one that I photographed at Fort Stewart as a guide. Archer generic stencilling was used and some left over Echelon Fine Details from an Abrams project. Echelon has the shipping labels that were on all vehicles, not just tanks, and they had the numbers and chevrons needed for the doors.

To try and get the individual stencils to line up properly I used Tamiya masking tape. A strip was laid down with the sticky side up. Both ends were taped down to provide a stable surface to work with. Each stencil was carefully placed on the lower edge of the tape, using the tape as a straight edge. The stencils had to be reversed, of course. Then, when all was done I pulled the tape up and turned it over in my hand to be sure it all looked right (the tape is somewhat transparent so one is able to look through it and view the stencilling at its natural angle). Once I was satisfied everything was straight and spaced out correctly, then I laid the tape down onto the model and rubbed the transfers on. Since I was rubbing the transfer on through tape and the decal paper I needed to press a little harder than normal.

Painting and Weathering

The cab was painted a dark green before it was closed up. Details were picked out with a brush. Olive Green oil colour was used for pin washes and Olive Green oil paint with Yellow Ochre was used for highlighting. I used a different shade of green for the seats, as these would not be the same colour as the rest of the cab. Each seat is slightly different from the other, which is a nice touch, as far as the wrinkles go.

The real HEMTTs come from the factory in US Woodland Camouflage. When they are painted in sand no one cares what gets covered in paint, as long as it does not affect something important, like windows, placards, etc. Thus, hoses, wires, and mud flaps are normally painted over. After the pertinent parts were masked I then sprayed Model Master Modern Desert Sand over the whole model, even the chassis. When I walked around the Fort Stewart M978 I noticed the chassis was painted all over. I wanted to show a truck that had some hard times, and using my Internet photos and my own photos I was able to rationalize that some parts would be original factory colour (replacement parts) and others would be sand. So, some mud flaps are black, while most are sand. Some wheel rims are black, but most are sand. I also painted the weathering strips black, as they would be on an original woodland camouflaged truck. Thus, in addition to the green coloured stowage, I think some of these details add some colour and interest to the truck.

After the base coat was down I then put on a filter of blue to bring out some depth in the model; then a pin wash of thinned Raw Umber oil paint. I then highlighted areas with Unbleached Titanium and finally, Burnt Umber was used for some rain streaks.

I wanted to add some rain streaks to the windows, but I knew I could not use thinned oil paint since this would attack the plastic and fog it up. So, I used water to thin some MIG Pigments and streaked this down the windows. Thinned Raw Umber and black oil paint was used for the spilled fuel down the sides of the tank. The trick here is to keep it light. After it dried I gave it a gloss coat with a brush.

MIG pigments were used for the dusting effect. First I did the wheels by painting in wet pigments, mixed with varnish, all over the wheels. After it dried I then removed most of the pigment except that in the recesses. I repeated this effect for the green coloured stowage that was put on last, and the orange ID panel. Ultimately, I took a little artistic licence with the weathering. There probably would be more dust on the truck, especially on the rear, but I did not wish to cover up all of my decaling and painting with 'dust', so I compromised a little there.

Stowage

Crews had a difficult time with stowage on the M978, so they used the roof and areas behind the cab for this purpose. All 2nd Brigade crews received coolers and so I used one from Verlinden. From what I could tell they all had white tops, so I made sure to show this on my model. Mostly, I used stowage from the parts box, but from what I can recall these items are from Verlinden and Tamiya. The water bottle case is from Extra Detail, which I believe is now defunct. I made the air ID panel out of lead foil; there are six holes for tie downs and I used black painted string to lash it down.

I meant to depict a tarp on top of the fuel tank, but I have been advised that what I chose from the parts box looks more like a camouflage bag. 3rd ID units did not carry camouflage nets since they were constantly on the move, with a few exceptions though. A tarpaulin, of course, would be more flat and folded over a number of times.

Vignette

I decided upon a small scene to display the truck, so a simple street scene did the trick. The sign is from Echelon Fine Details, which only come on paper, so I had to carefully glue the sign onto plastic card cut to shape. Just enough white glue was used to adhere the sign to the plastic, but not too much so that it would wrinkle from the moisture. The road surface was made by sprinkling fine sand onto white glue and then spray-painting it black. Then the road was weathered with greys and browns.

I wanted the figures to be in a combat pose, using the truck as cover. I believe when the crews pulled over at 'Objective Curley' they rallied to a ditch, but to keep the vignette tight, it this could be the moment before they left the truck.

The pointing figure is from the Marine DML kit, and is almost stock except for a new Alpine head and a new right arm. The second figure is a combination of Verlinden and DML figures. I decided to stay with the DML head since I wanted to do an African American, and the Verlinden head did not match with the Alpine one. The DML head is not perfect, especially the ears and chinstrap, but I decided to live with it. I made a chinstrap for the Alpine figure out of paper. The faces were painted in oils and the bodies were painted in Vallejo acrylics. Of note, most US Army soldiers were issued with woodland camouflage IBA vests, so that is what is depicted here. Echelon decals were used for the helmet and shoulder patches.

The damaged jerrycan rack is from Verlinden. I think it came from their Bradley stowage set. Verlinden jerrycans were used as well. Finally, the CIP on the backside of the vignette is from Verlinden too, and was detailed with grab handles and straps.

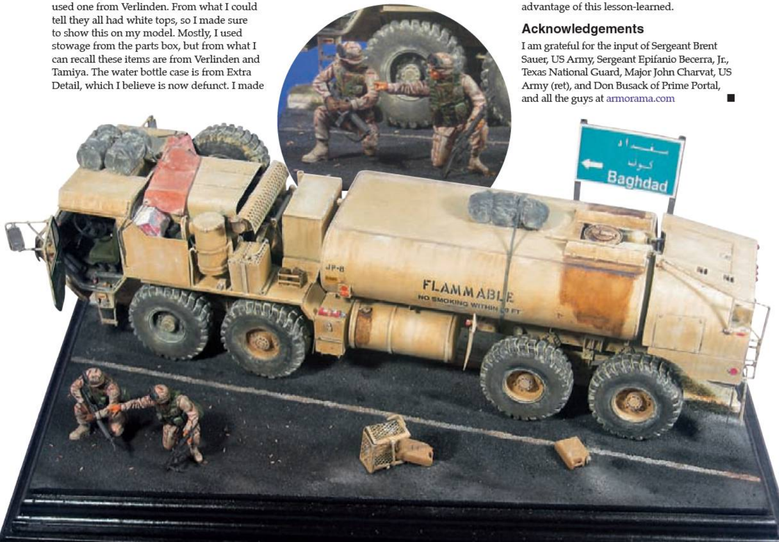
Final Thoughts

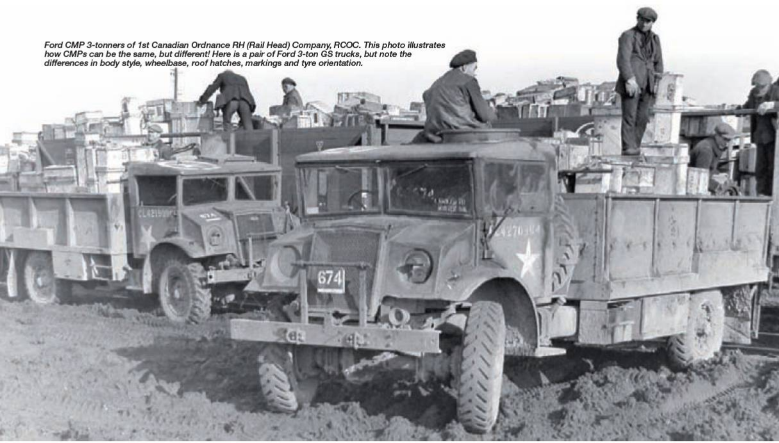
I ran into some fit problems with the cab/grille assembly, and the pump module to the chassis. It was hard to determine if this was a result of me not handling the chassis perfectly (which would amplify problems once everything was added to the chassis), or if this was a result of me not perfectly fitting the resin parts. Either way, I had to use some putty here and there, and I had to do some trimming to get sub-assemblies to fit.

Three of the wheels were at odd angles after I attached them to the brake discs, but I was able to fix the angle by heating the axles and bending them slightly. Thus, a little extra work was needed to get the final result, but I think the look of the truck is there. It would have helped if I would have caught some of the other kit errors before it was too late, but at least if I make this kit again I can take advantage of this lesson-learned.

Acknowledgements

I am grateful for the input of Sergeant Brent Sauer, US Army, Sergeant Epifanio Becerra, Jr., Texas National Guard, Major John Charvat, US Army (ret), and Don Busack of Prime Portal, and all the guys at armorama.com ■





Ford CMP 3-tonners of 1st Canadian Ordnance RH (Rail Head) Company, RCOC. This photo illustrates how CMPs can be the same, but different! Here is a pair of Ford 3-ton GS trucks, but note the differences in body style, wheelbase, roof hatches, markings and tyre orientation.

CMP

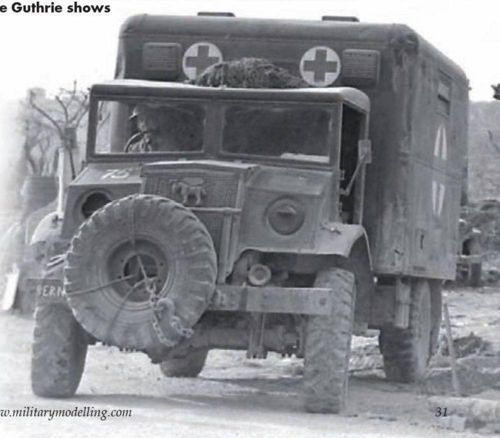
Canadian Military Pattern

The various types of Canadian Military Pattern or CMP soft skin vehicles produced by the Canadian automotive industry for British and Commonwealth service during the Second World War make an interesting study as Steve Guthrie shows

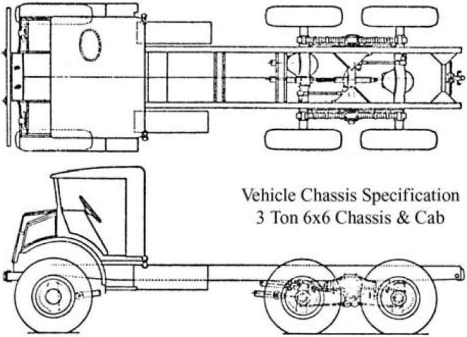
Canadian Military Patten (CMP) vehicles represent a remarkable industrial accomplishment on two levels: a vehicle design that featured an exceptional commonality of parts and assemblies adapted to an entire range of vehicles and the unheard of co-operation in design and production between the two largest automotive manufacturers in North America.

Before the Second World War, the Canadian Army purchased batches of trucks from General Motors, Ford and Chrysler, slightly modified for military use which was often was no more than a coat of olive green paint! Starting in 1938, General Motors and Ford were invited by the Canadian Government to produce prototype military vehicles based on then-current British standards. This was done because the Canadian Army was based on the British Army's theory and practice, and would be expected to fight alongside it in war.

The standards called for 4-wheeled vehicles with right-hand drive, and fitted with single wheels and large-section tyres. They were to be laid out with as short a wheelbase as possible to aid in manoeuvrability. To achieve this goal, designs called for a 'semi-forward control' or 'semi-cab-over-engine' configuration, which meant part of the engine was located inside the cab between the seats. While this might have been satisfactory with the smaller, 4-cylinder engines that powered most of the British vehicles, the Canadian designers had to shoehorn in the much larger six and eight-cylinder power plants used by General Motors and Ford.

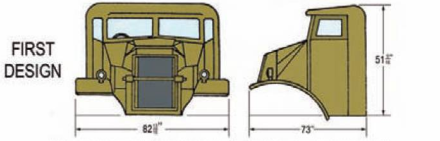


RIGHT: Ford F30 Ambulance, 4th Field Ambulance, RCAMC, 1st Canadian Infantry Division in Italy 1944. Operating without doors was not unusual in the heat of an Italian summer. This vehicle was built without a spare tire carrier so the spare is hung from the bumper with the towing cable. Notice toy horse attached to grille.

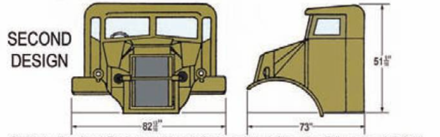


ABOVE: Chevrolet C60X 6x6 chassis/cab. The army asked for a 3-ton vehicle that could accommodate longer bodies than could fit on the 4x4 chassis. The C60X, powered by an imported American engine, was used for machinery, stores and communication trucks. BELOW: Illustrations of the type 11, 12 and 13 CMP cabs. These dimensioned sketches were published for illustration purposes only. Don't attempt to scratch-build a model using only these as a basis!

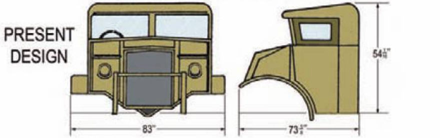
The present cab actually came through three (3) stages, as is illustrated below.



Steel cab, all enclosed. Side curtains of doors have 'Monsanto' transparent inserts.
Width at rear door post - 47". Footroom 12".



Steel cab, all enclosed. Top is removable at half cab, as shown in illustration. Full opening windshield.
Side curtains of doors have 'Monsanto' transparent inserts. Ventilators at front on each side of radiator grille.
Door hook arrangement allows the door to be left partly open. Removable engine panels.
Width at rear door post 47". Footroom 12".



Steel cab, all enclosed. Top is removable at half cab. Reversed slope windshield is full opening.
Side curtains of doors are demountable and have 'Monsanto' inserts. Ventilators inside cowl.
Width at rear door post - 68". Footroom 16".

A Cameron Highlanders of Canada dispatch rider on a Norton 16H passes a message to an officer in a Chevrolet C8A Heavy Utility, Wireless (HUW). The HU was also used as a personnel carrier, office truck, ambulance and workshop.

The end result was the first type or number 11 cab, much criticized for being very cramped and hot and for its very limited engine access. These were fitted to the first production 'Department of National Defence Pattern' 15-cwt trucks, 30-cwt lorries and Field Artillery Tractors that rolled off the assembly lines in Oshawa and Windsor in 1940.

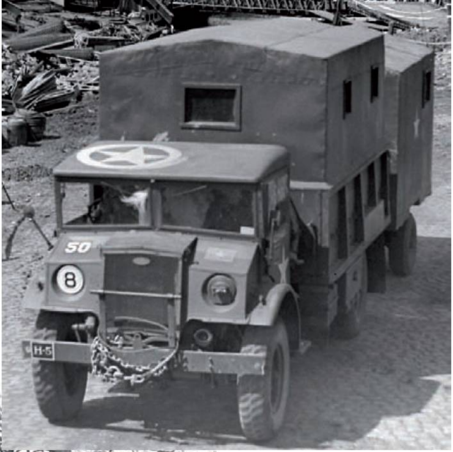
Knowing they could do better, the designers next came up with the number 12 cab. This resembled the first type, but was equipped with an opening windshield and door braces that helped with ventilation. Engine access was improved with a hood that opened in 'alligator' fashion, but drivers still complained there was insufficient room to operate the brake, clutch and accelerator pedals properly, so a third and final redesign lead to the number 13 cab. This was much wider and featured the very distinctive reverse slope windshield, designed to reduce mud and snow build up and coincidentally, reduce reflection.

Originally, there no plans to export DND-pattern vehicles to other Allied nations, but the loss of thousands of British vehicles after the fall of France and the rapid expansion of the war around the world lead to huge orders for all types of these simple, rugged trucks. They were to be now known as Canadian Military Pattern vehicles, so there would be no mistake as to where they came from. This noble intention got a bit hazy after production of CMP trucks began in Australia where they were known as 'Blitz' trucks. Canadian chassis, engines and drive trains were imported and fitted with Canadian-designed, but Australian-built cabs and Australian-designed bodies or trays as they were know.

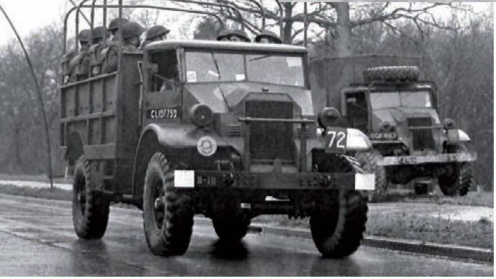
Originally, Ford and General Motors both built all types of CMP chassis: 8-cwt 4x2 (F8 and C8), 15-cwt 4x2 and 4x4 (F15, F15A and C15, C15A), 30-cwt 4x4 (F30 and C30), 60-cwt (3-ton) 4x4 (F60 and C60) and the Field Artillery Tractor (FAT). Ford also built a 60-cwt 6x4 (F60H). Body styles included General Service (GS), breakdown, Bofors tractors, workshop, office, dental, wireless and over 50 others and overseas manufacturers also supplied cab and chassis units for the fitting of specialist bodies.

Canadian Military Pattern vehicle production (1940-1945)

8-cwt, 4x2 C8, F8	9,837
8-cwt, 4x4 Heavy Utility C8A	12,967
15-cwt, 4x2 C15, F15	34,195
15-cwt, 4x4 C15A, F15A	69,227
30-cwt, 4x4 C30, F30	19,319
3-ton, 4x2 F602S, F602L	6,000
3-ton, 4x4 C60S, C60L, F60S, F60L	209,004
F.A.T. CGT, FGT	22,981
3-ton, 6x4 F60H	4,123
3-ton, 6x6 C60X	2,710
Trailers	19,663
Total	**409,936**



RIGHT: Ford F60L GS with unit-built, house-type body, towing a trailer with similar pedigree, of 16 Field Company, Royal Canadian Engineers. Late in the war, house-type bodies were replaced with simple GS bodies with a tarp superstructure. While they were lighter, they were not nearly as comfortable as the house-type and so enterprising soldiers replaced the canvas with something more durable.



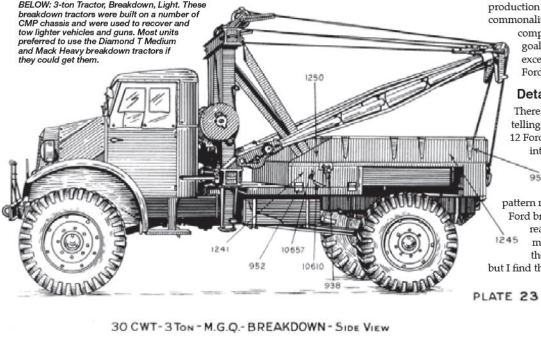
BELOW: Ford F30 30-cwt GS of a Divisional Supply Column, RCASC, 'somewhere in England' 1942. The censor has obliterated the formation sign! The truck in the background is a mobile recording van used by the Canadian Broadcasting Corporation.

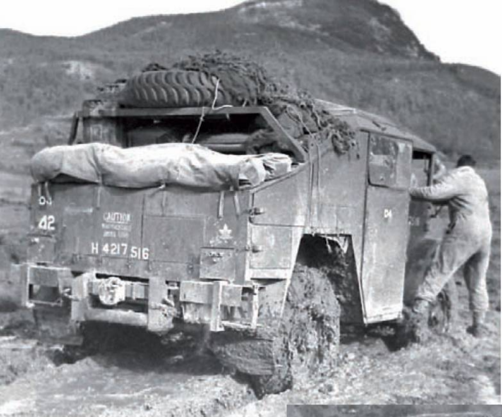
As the war went on, certain chassis like the 8-cwt and the 30-cwt were dropped from production as the need for them lessened. The jeep and the 15-cwt took over most of the jobs the 8-cwt did, and since the 30-cwt and 3-tonners were almost the same size, the army opted to go almost exclusively with the 3-tonner. Indeed, some 30-cwt based trucks like Bofors tractors and ambulances were upgrade to 3-tonners by fitting larger wheels and tyres and heavier springs. On the other hand, other vehicle types were put into production to meet new needs, like the GM C8A 4x4 Heavy Utility, the GM C60X 60-cwt 6x6 and the Ford SP Bofors carriage (F60B). While GM and Ford CMP vehicles were equipped with the company's own engines and drive trains, cab and body parts were largely interchangeable between makes. This actually lessened as the war went on as more and more substitutions and improvements were introduced into the production line. They never achieved 100% commonality of parts, but the Canadian companies came closer to reaching this goal than those of any other nation, except what the USA did with the Ford/Willys GPW/MB jeep.

Detail differences

There are a couple of diagnostics for telling Ford cabs from Chevrolets. Cab 12 Fords have square, louvered fresh air intakes on either side of the grille. Cab 12 Chevrolets have round, screened intakes. Cab 13 Fords have grilles with square pattern mesh, Chevrolets have diagonal. Ford brush guards are mounted on the rear of the bumper but Chevrolet mounts are split, attached to both the front and back. There are others, but I find these most useful.

BELOW: 3-ton Tractor, Breakdown, Light. These breakdown tractors were built on a number of CMP chassis and were used to recover and tow lighter vehicles and guns. Most units preferred to use the Diamond T Medium and Mack Heavy breakdown tractors if they could get them.





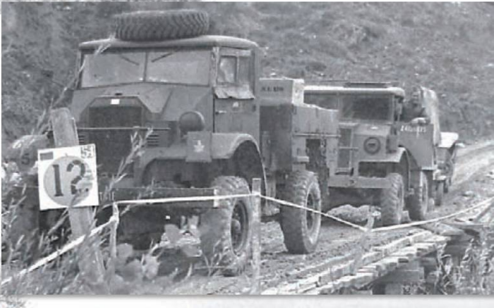
Chassis to types

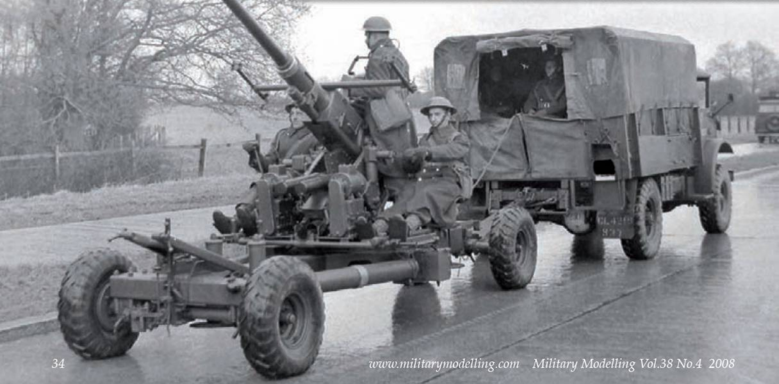
Vehicles built on the Chevrolet C15A 15-cwt chassis: General Service, Van, Office, Wireless, Cable Layer, Personnel, Water Tank, Anti-tank Tractor, Anti-Aircraft.
Vehicles built on Ford F15A 15-cwt chassis: General Service, Van, Cable Layer, Personnel, Water Tank, Anti-tank Tractor, Anti-Aircraft, Machinery 'KL'.
Vehicles built on Chevrolet C30 30-cwt chassis: General Service, Office, Cable Layer, Light Anti-Aircraft Tractor, Stores.
Vehicles built on Ford F30 30-cwt chassis: General Service, Ambulance, Derrick, Light Anti-Aircraft Tractor, Winch.
Vehicles built on the Chevrolet C60S, 134-inch wheelbase chassis: General Service, Wireless, Stores, Dump, Signals Line Construction, Breakdown.
Vehicles built on the Ford F60S 134-inch wheelbase chassis: General Service, Stores, Winch, Derrick, Dump, Bofors Tractor.
Vehicles built on the Chevrolet C60L 158-inch wheelbase chassis: General Service, Stores,

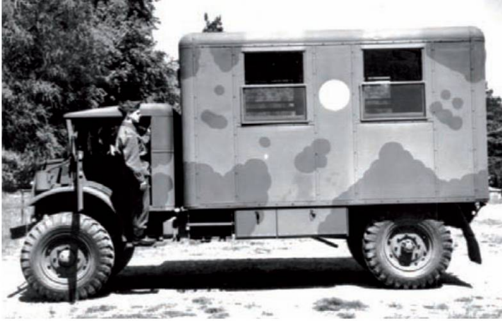
***ABOVE:** Ford Field Artillery Tractor, 2nd Field Regiment RCA, Italy 1943. Moving vehicles and guns through the combination of mountains and mud made the fighting in Italy very challenging.*

***RIGHT:** Cab 11 Ford leads a Cab 13 Chevrolet across a temporary bridge in Italy. Note the bridge class sign and white tapes showing the area is clear of mines. Markings on first truck are for the Saskatoon Light Infantry, the MG battalion for the 1st Canadian Infantry Division.*

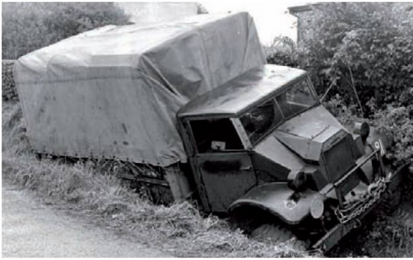
***BELOW:** Chevrolet C30 Bofors tractor and Mark I Bofors gun on Mark II carriage. The censor has removed the formation sign. Note the brakeman sitting inside the body facing the gun. It's unknown what the gunner standing facing the gun is expected to do while the whole unit is rolling along a rainy street at 20 miles per hour.*





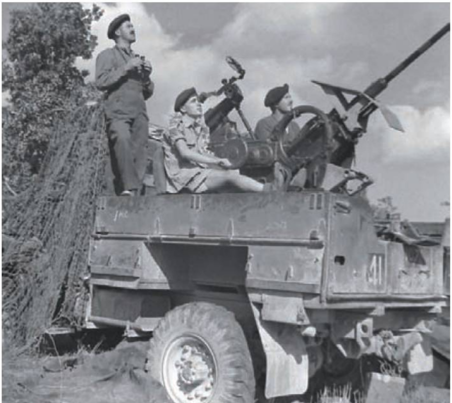


ABOVE LEFT: The CMP 3-ton GS body could be adapted to a number of purposes, in this case, a mobile kitchen. Such trucks were used by Canadian armoured formations to provide hot meals quickly, without having to set up a field kitchen under canvas. ABOVE RIGHT: Chevrolet C60S with a Lindsay Dental Clinic body. Note fresh foliage-pattern disruptive camouflage and Red Cross marking, minus the cross. The Lindsay-type bodies were readily adaptable to a variety of uses, like offices, workshops and wireless vehicles. BELOW LEFT: BELOW RIGHT: An elderly C30 GS, carrying markings for the 4th Canadian Infantry Brigade Headquarters, now used as a recovery hulk. This has a very early example of Cab 11, notice the lack of fresh air vents alongside the grille. The painted-out census number designates a vehicle struck off unit strength.



ABOVE: Lance corporal of the Fort Garry Horse on wireless watch. Truck is 15-cwt FFW (Fitted for Wireless), a GS truck with the necessary cabling and accessories in place to run a wireless set. (The No.19 Set is fitted here).The 15-cwt Wireless truck, aka 'Sigs Van' or 'Gin Palace', was had a house-type body and much more 'permanent' wireless installation.

BELOW: Troopers of 4th Princess Louise Dragoon Guards, the Recce regiment of the 1st Canadian Infantry Division watch for enemy aircraft while manning an enemy gun. The German FlaK 38 20mm gun is mounted in the back of a C15A 15-cwt truck. Its unknown if this was actually used or was merely for the photographer's benefit. Such a combination would make an unusual model, however.



Dental, Gasoline tank, Breakdown, Office, Machinery Lorries 'D1-1', 'I-30',' J', 'BC' and 'BS'. Vehicles built on the Ford F60L 158-inch wheelbase chassis: General Service, Stores, Portee, Breakdown, Machinery Lorries 'A', 'B', 'CZ', 'F', 'M' and 'Z'.

Bodies for the various types of CMP vehicle at first were made of wood and based on British patterns. Later, all-steel bodies were designed and produced by a group of outside contractors known as the Steel Body Manufacturer's Association. As the war went on, supplies of steel began to dry up so the SBMA began to produce composite bodies made of wood and steel. Later, the design was changed so they could be disassembled or 'knocked down' for ease of shipping. Later still, supplies of steel increased and bodies were again made of all steel, but they retained the 'KD' capacity to conserve precious shipping space. Several companies made 'house' type bodies, but the best were the 'Lindsay' types that were used for office trucks, mobile dental clinics, ambulances and workshop trucks.

Like their British counterparts, CMPs were originally designed for use with 'runflat' tyres, the American version of which were called 'Combat' tyres. These were of much more robust construction than the normal tyre which enabled the vehicles running on them to operate even if the tyres had been struck by bullets or shell splinters. Typically, this meant the vehicle could operate for 50 to 100 mile under full load at a speed, which in turn meant that vehicles did not have to carry a spare tyre. The Japanese occupation of the Dutch East Indies in 1942 cut off 90% of the supply of raw rubber to the Allies and conservation became the order of the day, and since a runflat tyre consumed 50% more raw rubber than a normal WD cross-country tyre, production of them was slashed and issue restricted to artillery carriages and wheeled AFVs. All other vehicles now had to be equipped with a spare tyre and carrier.

To allow the regular 12-foot GS body to still be used on CMP 3-tonners, the wheelbase was extended to 158 inches so a spare tyre and carrier would fit just behind the cab. These trucks were designated the F60L and C60L. Those that retained the 136-inch wheelbase for use with shorter bodies were now referred to as the F60S and C60S.

Canadian Army Routine Order No.325 (21 Army Group) stated that run-flats shall be fitted to armoured cars, scout cars and armoured command vehicles; to specified artillery equipments including 6-pr, 17-pr, 25-pr, Bofors 40-mm SP, Trailer Artillery No.27; also to Cars Light Reconnaissance, White 15-cwt 4x4, M14 half-track and M3 half-track.

Another interesting note about directional cross-country tyres on CMPs and other Commonwealth trucks is their orientation. From Army Engineering Design Branch Vehicle Development Record Volume IV:

Although remaining a contentious question and never completely agreed upon in UK and Canada, decision was made to apply cross-country tyres with chevron type tread so that the open end of the chevron contacted the ground first. Instructional letter No.7, dated 3rd March 1941, indicated longest life and best performance could be expected from cross-country tyres applied in this matter when the vehicle was operating mainly on hard surfaces. It was admitted that some tractive effort was sacrificed when the vehicle operated in off-the-road service since the tread would not clean itself as originally intended by the manufacturer. It is questionable whether this ruling was very effective in conserving rubber and field maintenance men were encouraged to move tyres from wheel to wheel without regard to the direction of the rotation of the tyre itself. This 'switching' of tyres between various positions has always been considered good commercial practice to equalize tread wear.

Use

CMPs were the standard truck used by all formations in the Canadian Army during the Second World War. For the purposes of

Headquarters Squadron, Administrative Troop

Truck	Load	Occupants
3-ton GS 1	Officer's Mess Equipment and Baggage	Tpt. Sgt (RCASC) Off. Mess Cooks Butcher (RCASC) Driver IC
3-ton GS 2	Relief Personnel QM Stores Men's kit 2 ops	Fitter Carpenter CAC 4 Dvr Mech Tank 3 gunner op Dvr Mech MV
3-ton GS 3	Anti-gas stores Baggage and blankets	Postal Dutyman Storeman 3 batmen Driver IC
3-ton GS 4	Petrol	Electrician Driver IC
3-ton GS 5	Petrol	Sanitary Dutyman Driver IC
3-ton GS 6	Petrol	Cpl. Clerk Driver IC
3-ton GS 7	Petrol	Clerk Driver IC
3-ton GS 8	Ammunition	Regt. QMS Driver IC
3-ton GS 9	Ammunition	3 Motor Mech Driver IC
3-ton GS 10	Ammunition	Storeman Clerk Driver IC
3-ton GS 11	Ammunition	2 Clerks Driver IC
3-ton GS 12	Cooks' Lorry	Cpl. Cook (RCASC) 2 Cooks (RCASC) Driver IC
3-ton 6-wh 1 Stores	MT Stores	Mechanist QMS Storeman (T&D) Fitter Driver IC
3-ton 6-wh 2 Stores	Tank Spares	Motor Mech Motor mechanic's tools Storeman (T&D) 3 batmen Driver IC

BELOW: F60T 6x4 fitted with British-built Machinery House Type body, normally seen on Albion, Leyland and Thornycroft 6-wheelers. Markings for 1st Mechanical Equipment Company, Royal Canadian Engineers. The F60T featured powered first and second axles and a trailing non-powered axle.

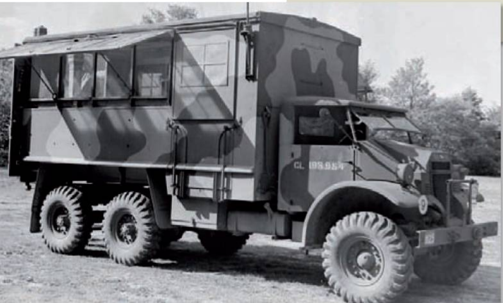


illustration of use, I'll focus on one type (3-tonner) and its use in one unit (the armoured regiment CAC). Each 3-tonner assigned to petrol duties could carry 675 gallons of petrol (135 jerrycans)
Source: An Armoured Regiment, CAC, War Establishment Cdn. II/151/3 Effective 12th January 1944.

Models

Italeri made two kits of CMP vehicles in 1:35 scale; a Chevrolet C15A 15-cwt 4x4 GS with a No.13 cab and a Chevrolet C-GT Field Artillery Tractor. The 15-cwt is in the current catalogue, but not the FAT. It can be found if you look around and it is worth it. It includes all the cab parts from the 15-cwt, so it's the place to start if you are thinking of building a 3-tonner. Both are very nice kits.

Tamiya's 1:35 scale 'British Quad Gun Tractor' has been around since the early 1970s and it shows. It is supposed to be a Ford FAT-1 with a No.12 Cab, and looks like one till you start looking closely and especially if you try and create a No.12 Cab for use on other trucks. Basically, it's too wide, too tall and with lots of odd angles that need to be corrected. I've read the distortions are due to plans to make it into a motorized kit, but I've seen nothing to confirm this.

In small scale, Cromwell makes a CMP 15-cwt GS, 15-cwt Water, 3-ton GS and FAT, all with Type 13 cab in its 'Combat Ready' series. They also market a 30-cwt Bofors tractor kit.

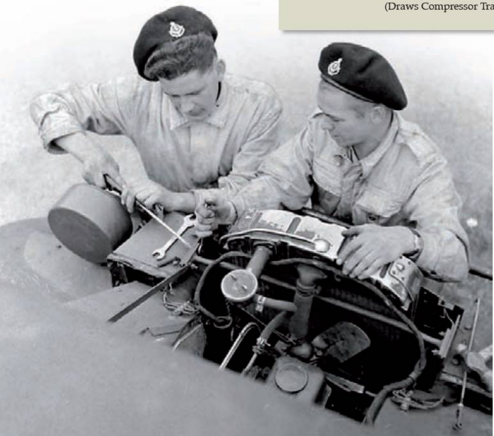
Milicast makes 1:76 scale CMP 3-ton 4x4 GS models with Cab 11, 12 or 13 in its ready-made 'Battlefield' series. They also make kits of 30-cwt and 3-ton Ambulances, a Type 'J' Machinery truck and a 2-pounder portee.

The ESCI Ford FAT (labelled Morris Quad Tractor) is available again; it's a pantograph of the Tamiya kit and therefore includes all the errors of that model.

I understand there were some CMP models in the former Trux range of kits, but I haven't been able to find out if they still exist.

Squadron Headquarters (in each of 3 squadrons)

Truck	Load	Occupants
3-ton GS 1	Baggage Squadron office	Storeman 2 Fitters 3 Motor Mech. Water Dutyman Driver IC
3-ton GS 2	Petrol	Batman Driver IC
3-ton GS 3	Petrol	Batman Driver IC
3-ton GS 4	Petrol	Batman Driver IC
3-ton GS 5	Ammunition	Cpl. Clerk Driver IC
3-ton GS 6	Ammunition	Clerk Driver IC
3-ton GS 7	Ammunition	Batman Driver IC
3-ton GS 8	Ammunition	Batman Driver IC
3-ton GS 9	Ammunition	Gnr. Op. (relief) Sanitary Dutyman Driver Mech. MV Driver IC
3-ton GS 10	Ammunition	2 Dvr Mech. Tank Driver IC
3-ton GS 11	Ammunition	Cpl. Op CAC (relief) Driver Mech. MV
3-ton GS 12	Cook's lorry (draws water trailer)	Cpl. Cook (RCASC) 3 Cooks (RCASC) Driver IC
3-ton 6-wh Stores	MT Stores Motor Mechanic tools (Draws Compressor Trailer)	Cpl. Storeman (T&D) 2 Motor Mech Driver IC



LEFT: Two troopers from the Governor General's Foot Guards demonstrate the difficulty in working on the engine of a Cab 12 CMP, in this case a Chevrolet.

References

Blueprint for Victory: The story of military vehicle design and production in Canada from 1937-45, Canadian Military Vehicle Series Volume III, edited by William A. Gregg, The Canadian Military Historical Society Inc, Rockwood, Ontario, 1981
Canada's Fighting Vehicles, Canadian Military Vehicle Series Volume I, edited by William A. Gregg, The Canadian Military Historical Society Inc, Rockwood, Ontario, 1980
'Army Engineering Design Branch Vehicle Development Record', Vols. I, IV, V.
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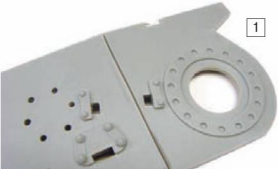
Canadian Vehicle Markings Volume 1, Barry Beldam, Kingston, 2000 ■

Duncan Howarth scratch builds The Soviet KV-5 Heavy Assault Tank c.1941 in 1:35 scale using parts from Trumpeter's KV-2

The Beast of Leningrad



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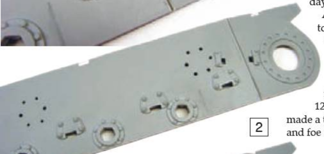

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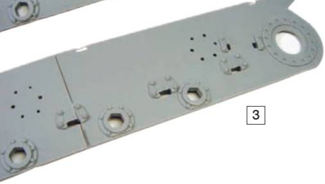

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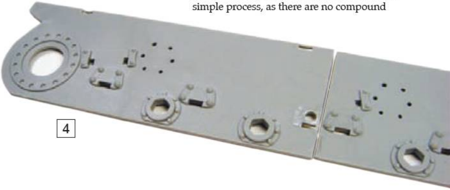

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The siege of Leningrad lasted for 900 days, from September of 1941 until mid-1944. During this time 632,000 Russians died in combat, and of exposure or disease. The Kirov tractor plant stayed open throughout that time, producing some remarkable updates to then current designs, and some equally incredible 'concept' vehicles. The range of heavy tanks named 'KV' after Klimenti Voroshilov proved to be an excellent basis for a range of super-heavy tanks, mostly experimental, produced in the early, dark days of the siege.

As production of proven vehicles took priority, the KV 5 numbered one vehicle only, there being no evidence that it saw combat. Having said that, there is no evidence that it did not. There is no doubt that with its 4 - 6 inch armour plating, and its awesome 122mm main armament, it would have made a tremendous impression upon friend and foe alike.

Trumpeter's KV-2

Trumpeter is now producing a prodigious range of KV variants. Their KV-2 'Big Turret' version is suitable for this conversion, but you will need two of them! Thereafter, two sheets of 40 thou plastic sheet, various strips of styrene from the Evergreen range or similar, and a hefty gun barrel.

My spares box would not give up the 122mm gun from an old Eastern Express JS-I, so my next option was an after-market barrel from ABER. I ended up with a *Jagdtiger* barrel, which I know is a 128mm gun, however, it is the perfect length and width when fitted in the manner shown. After a little shopping around I was able to bring in the whole project for less than £30!

Chassis and Hull

Throughout construction you will need to refer to the templates, diagrams and plans provided. Please keep in mind that although this is quite a large vehicle, 80% of which you will be building from scratch, it is a very simple process, as there are no compound

angles to contend with, and only one curved section on the lower rear of the turret, which is very simple to achieve.

Fortunately, the chassis-sides in the Trumpeter KV kits are separate mouldings to the lower hull tub, making this conversion even easier than using older Tamiya kits. Template 1 shows the exact place at which to cut and join the front and rear portions of each of the two left and right sides of the chassis components from each kit. If the two left and right side portions are cut as shown, the idler wheels will be in exactly the place that the designers intended, with only one cut needed to each of the four chassis parts. I suspect that this betrays a certain amount of standardization of production processes wherever possible in the original vehicle.

Pictures' 1 and **2** show the removal of the rear sprocket flange area to left forward portion of chassis sides. **Picture 3** shows the cutting point of the left-side chassis rear portion, cut according to the diagram (a) on **Template 1**. In **Picture 4** the two right hand chassis portions are brought together, and the rebound mounting-flanges removed, as in **Template 1** (b). **Picture 5** shows the rear left-side chassis joint.

Take great care to secure the chassis sides with masking tape, to your cutting mat. Use a 'T'-square to check that your cuts are at 90° to the chassis sides. I found that bracing the chassis sides (**Picture 6**) was a necessary precaution during construction. The braces should measure 12mm x 150mm. In **Pictures 7** and **8** the hull/glacis plate joint-fillet is added, as per **Template 1**, section (a). Some care will be required as cutting 40 thou sheet at this small proportion can be tricky.

In **Picture 9** the extended chassis sides are mated to component (c) cut from **Template 1**, in 40 thou sheet. The dotted line at the end portion of (c) will be the point at which the curve of the front underside portion of the hull bottom is required to be bent with thumb

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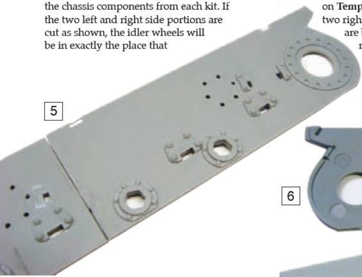

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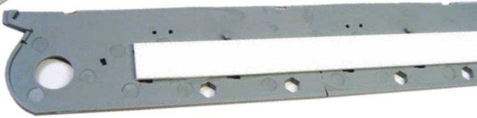

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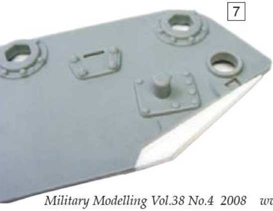

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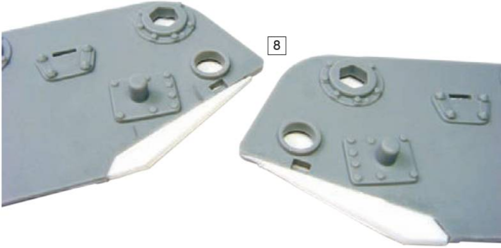

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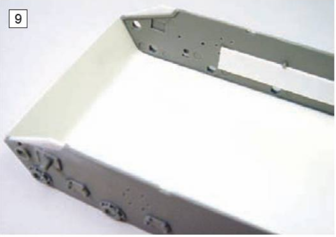

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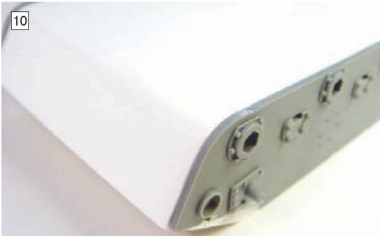

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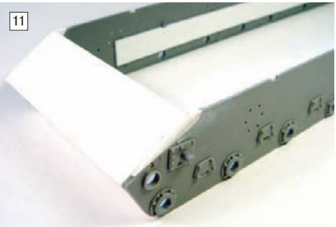

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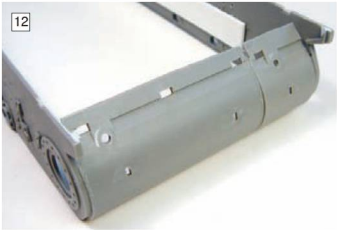

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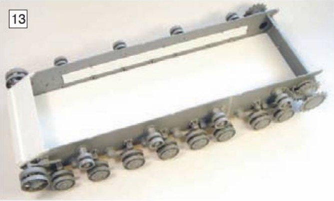

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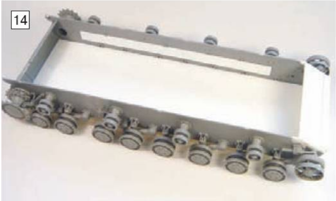

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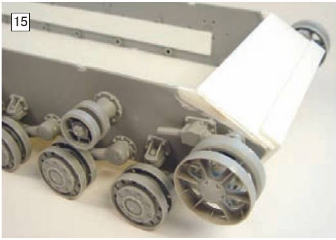

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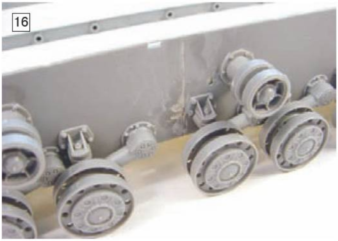

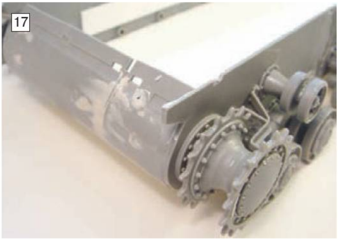
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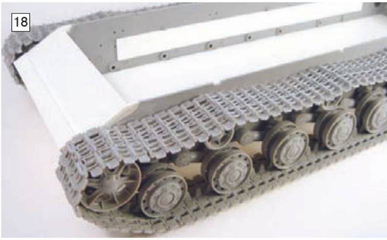
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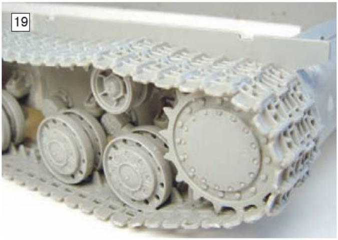
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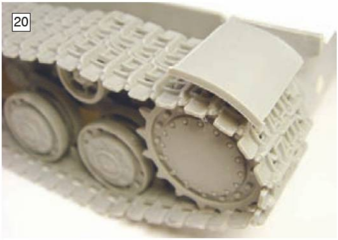
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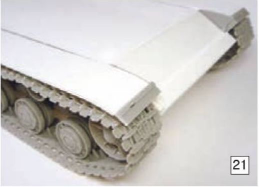
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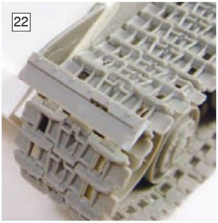
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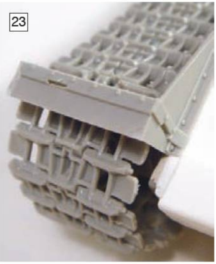
and forefinger, following the curved radius at the forward portion of the chassis sides. Brace this portion with a latitudinal strip of 40 thou if required. **Picture 10** shows the hull bottom fixed to the inner edge of the chassis sides. The new glacis plate is added in **Picture 11**, from component (d). This braces the completed forward portion of the lower hull and nullifies any 'bowing' that may occur in the hull's bottom portion.

The hull/engine compartment rear portion is fabricated in **Picture 12**, from one complete curved rear plate of the KV-2, and a shorter portion from the one in the second kit. All shackle mountings should be removed carefully with a scalpel or similar, and the shorter portion cut to make up the exact width of the lower hull (c). In **Pictures' 13** and **14** the lower hull is complete. In **Picture 13**, the bow strengtheners (two off component e) are in place on the bow and the glacis plate, at 90° to one another. **Picture 15** shows the hull side in-fill portion smoothed with proprietary filler, sanded and blended with fine 'wet and dry' paper. In **Picture 16** the hull side joints are filled, and made good to the existing armour and likewise with the hull rear in **Picture 17**.

The tracks have been added in **Picture 18** and are, for the purposes of this cost-effective conversion, quite excellent. Having two sets of styrene moulded tracks in link-and-length format means that the KV's inherent 'track-sag' is easily replicated from the moulded sections, even though extra links have been added. **Picture 19** illustrates the rear hull shape that will accommodate the engine bay side added later.

To add the track guards, a little surgery is involved. **Pictures 20** through **24** show the exact positions of the front and rear elements of the original track guards and how they mate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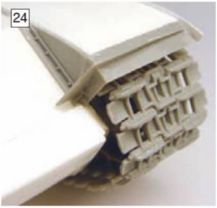
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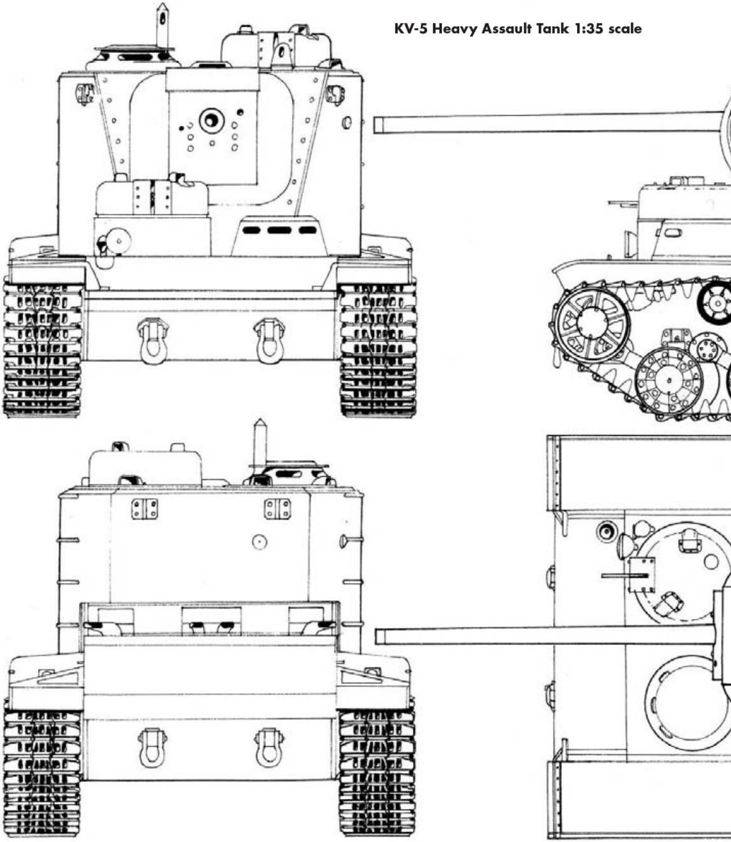
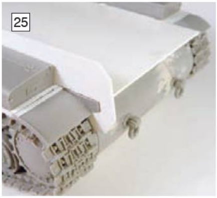


KV-5 Heavy Assault Tank 1:35 scale

with two-off component (g) in 30 thou, from **Template 1**. To double-check you should refer to the scale plans. The addition of component (f), the hull top completes the lower hull portion of the build.

Engine Decking

Referring to **Template 2** (Engine Decking), components (h-n) are cut from 30 thou sheet and carefully trimmed to shape. **Pictures' 25** to **29** show the configuration of the engine deck complete. Reference to the hull assembly



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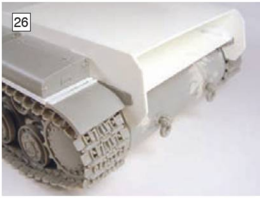

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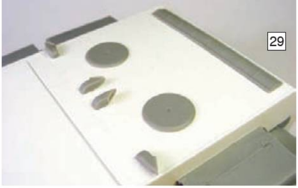

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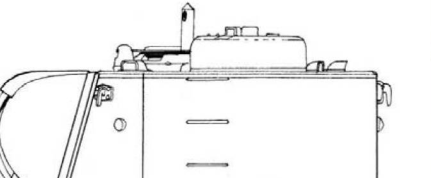
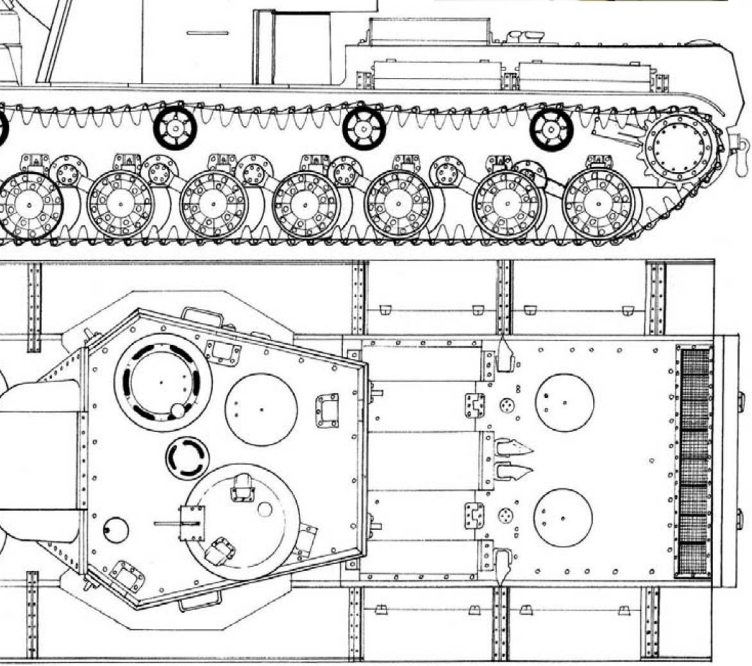
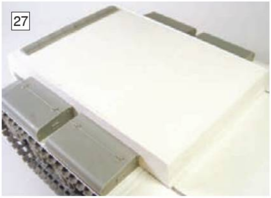


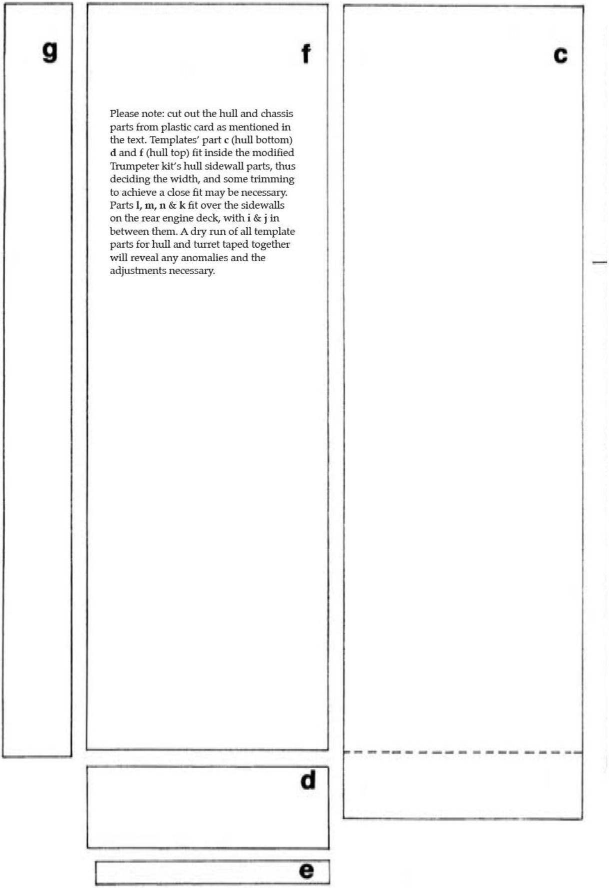




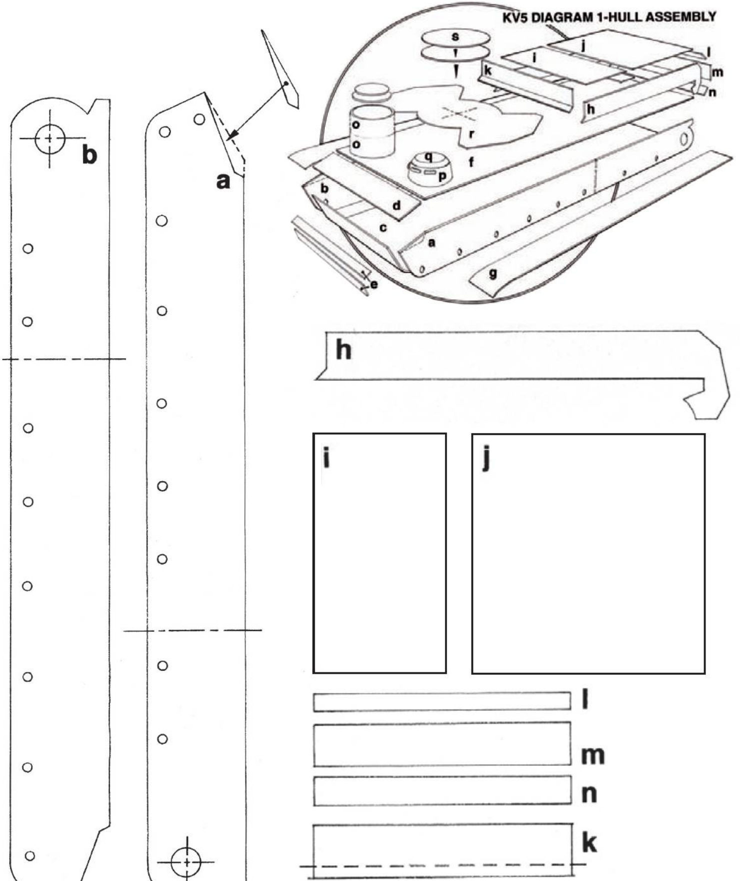
27

28

KV5 TEMPLATE 1-HULL/CHASSIS



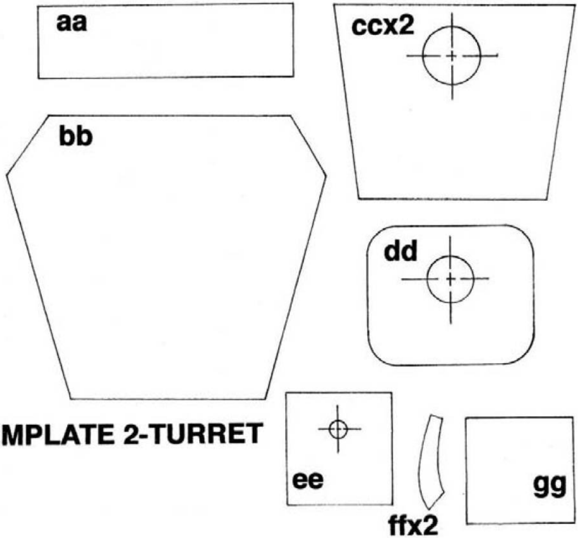
Please note: cut out the hull and chassis parts from plastic card as mentioned in the text. Templates' part **c** (hull bottom) **d** and **f** (hull top) fit inside the modified Trumpeter kit's hull sidewall parts, thus deciding the width, and some trimming to achieve a close fit may be necessary. Parts **l**, **m**, **n** & **k** fit over the sidewalls on the rear engine deck, with **i** & **j** in between them. A dry run of all template parts for hull and turret taped together will reveal any anomalies and the adjustments necessary.



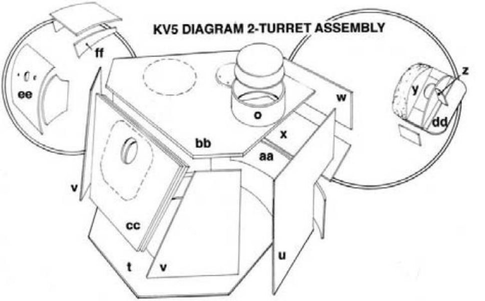
KV5 DIAGRAM 1-HULL ASSEMBLY

diagram will show the exact methodology, however, when joining engine deck portions (i and j), a small fillet must be added below the area where these components are closest, in order that the 1 mm gap between them - and apparent in **Picture 29** - can be achieved.

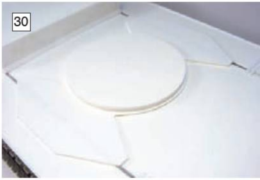
The rest of the exhaust, access hatch and side-bin detail can be taken from the KV kits and placed in the positions shown on the plans/elevations. All rivet detail was added throughout the kit, using rivets trimmed carefully from the kit's engine decking panels.



KV5 TEMPLATE 2-TURRET



KV5 DIAGRAM 2-TURRET ASSEMBLY



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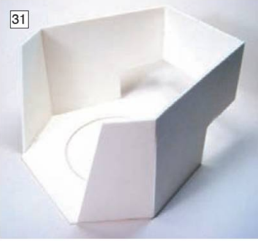
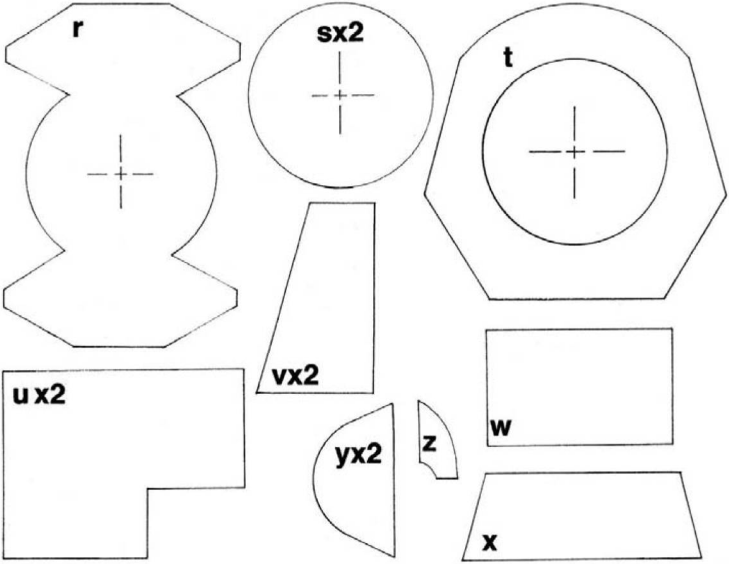


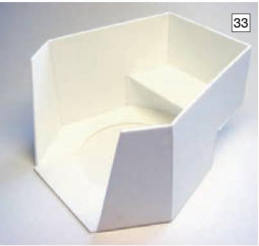
31

These should be put in place by careful use of the fine point of a scalpel. **Picture 30** shows **Template 2's** components (r and s x 2) in place on the hull top. Two components (s) form the receiver plate to accommodate the turret ring cut with a circle-cutter, into component (t), which is the turret-base.

The Turret

Pictures' 31 through **36** show the turret fabrication method. By referring to these photographs the turret components in **Template 2** can be easily put together using the turret assembly diagram when cut from 30 thou sheet. As the assembly diagram is self-explanatory, and keyed to the template component diagram, I shall keep this part of the narrative as brief as possible.

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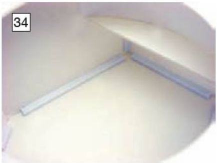
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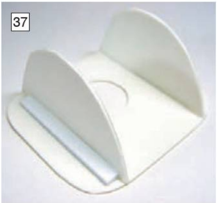
36

Once the turret base (t) has been cut accurately, (u x 2) are cemented in place vertically as per **Picture 31**. In these pictures you will also see that (v x 2) have also been added, along with the turret rear portions (w and x). **Picture 33** reveals the position of (aa) which is the curved portion at the base of the turret's rear overhang. This component can be made from 20 thou sheet in order that the curved portion does not 'spring back' so readily whilst the glue is setting. Once fixed in place, it will take only 30 seconds to form a strong bond. The turret's front armour (cc x 2) is a sandwich of two 40 thou sheets cut from the drawing in **Template 2**. During construction you can add strengthening fillets as seen in **Picture 34**. If you do, you will find that they help considerably toward the structure's ultimate square-ness and strength.

37



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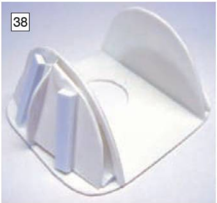

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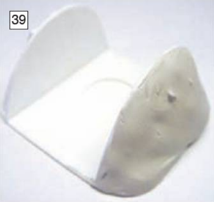

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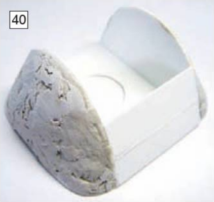

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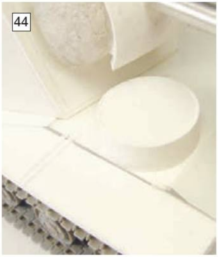

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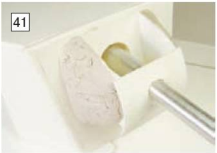

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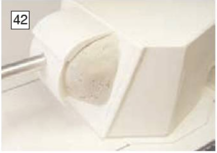
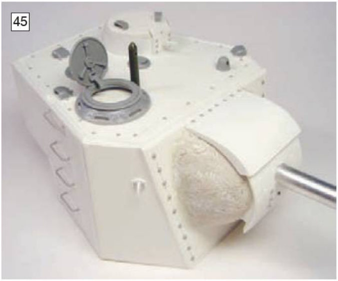


The main gun mantlet and shield are shown in the relevant exploded views in the turret assembly diagram. **Pictures 37** through **40** are a guide to the disposition, and assembly of parts (y x 2, z, and dd). The extra fillets on the mantlet sides (**Picture 38**) help the strength and are there in order that less filler need be used to fabricate the mantlet side 'castings'. After the both layers of filler have set, a thin coating of super glue can be added to the surface. If you set it with and activator, an excellent textured surface will result. **Picture 41** shows the gun, mantlet front (ee), and associated support fillets in place. The ABER 128mm gun barrel for the German *Jagdtiger* once fitted in the attitude shown is an exact match for the tank's original 122mm armament as regards length and diameter.

The turret is then completed using components as shown, from the Trumpeter KV kits, along with a commander's cupola converted from one taken from a DML Sherman. This had languished in my spares box since 2002! (**Picture 45**). The commander's periscope was then added, along with the mantlet top and bottom panels (gg, ff x 2).

Template 3 provides components for extra turrets on the main turret top, and on the hull-front. The exploded views are essential viewing at this point as is a little dexterity

45



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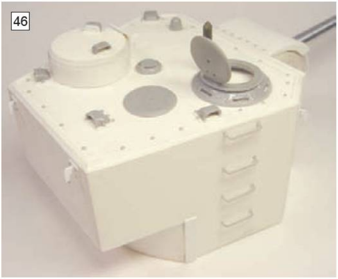
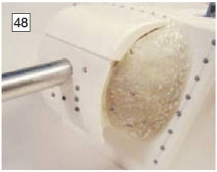
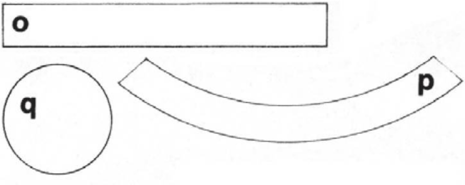
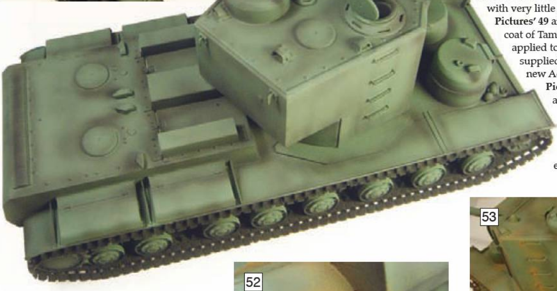
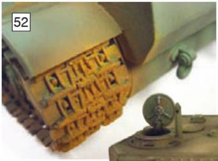


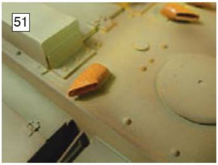


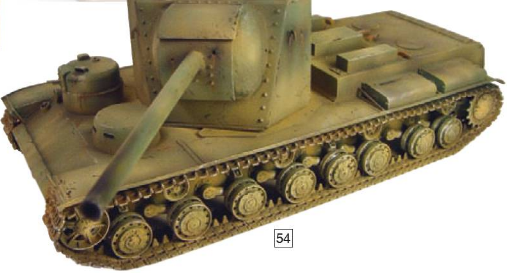


KV5 TEMPLATE 3









and patience whilst bending and retaining the circular turret components (**Picture 43**). The small turret tops are all made from two 40 thou disc laminations, filled and sanded to shape.

Finally, the engine decking 'containers' for the 'V' engine rocker boxes (**Picture 53**) are fabricated from 20 thou sheet. These are easily measured from the plan drawings and require a little concentration to check they are squared up throughout fabrication. The turret needs the side step/handles from the KV kits, and small lifting hooks made up from 20 thou strip, to the dimensions shown on the plans.

Painting

Pictures' 49 through **57** show the finishing process. I have recently begun to use the excellent Iwata HPSB. This is a remarkable airbrush, and though a little expensive, delivers an incredibly fine paint stream with very little practice or fuss. In **Pictures' 49** and **50** we see the 'shadow' coat of Tamiya black, thinned and applied to the excellent surface coat supplied by Humbrol's brand new Acrylic Matt Green 30. In **Picture 51** the exhaust stubs are painted red-brown and sprinkled with a suitable MIG powder. The tracks (**Picture 52**) are given the same treatment. The exhaust smoke-stains were

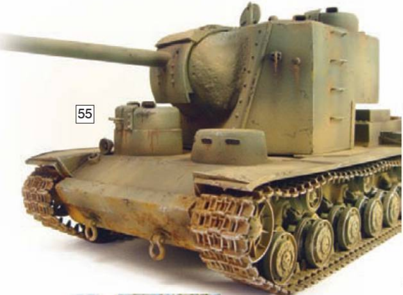
ABOVE LEFT: Stuka! The enemy is sighted and the infantry debus. ABOVE RIGHT: The model in a scenic setting against a natural background – in what is probably a hypothetical situation, 'The Beast' stalks Germans around the Leningrad area.

added and shown in **Picture 53**, whereas **Pictures' 54** to **57** show the various coats of light and mid-earth required to enhance the 'used' appearance. The scratches (in dark olive) are there to replicate marks in the paintwork and dust coating left by the tank's progress through trees and undergrowth.

Conclusion

This project looks a bit 'scary', but it isn't. It is a very straightforward build, which will benefit from a little planning, and should form a great introduction to mid-level scratch building and conversions. You should also bear in mind that this beast could have easily defeated the best German armour, and at extreme ranges! ■

55



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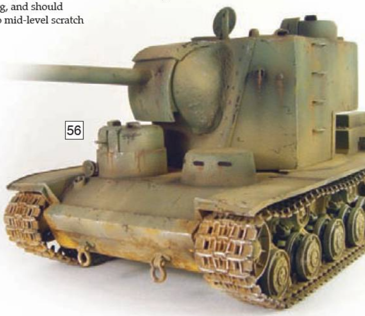
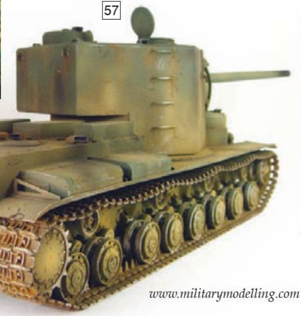


BELOW RIGHT: Duncan Howarth's approach to modelling miniature military vehicles is featured on a new DVD from The Crowood Press www.crowood.com price £29.99 It is available from the Airbrush Company Ltd., Marlborough Road, Lancing Business Park, Lancing, West Sussex BN15 8UF Tel: 08700 660 445 who supplied our example. This double DVD features the basic skills, and features making model military vehicles in 1:35 and 1:48 scales. The second DVD has extras for reference and the templates to download and print that are required for building the conversions featured.

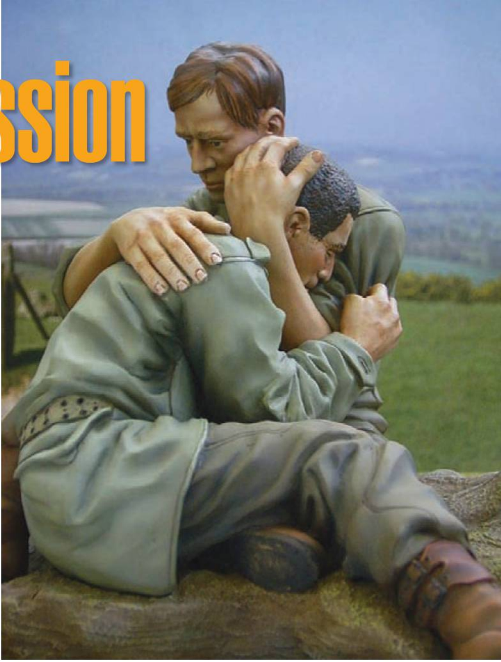
57

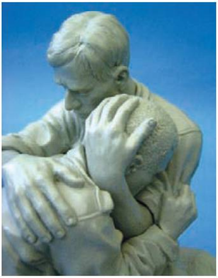


MILITARY VEHICLE MODELLING AND CONVERSIONS
TECHNIQUES IN ACTION
DUNCAN HOWARTH
DISC 1
DISC 2
DVD

Compassion

Rob Henden takes a look at something completely different in the realms of military miniatures from new manufacturer Classicae





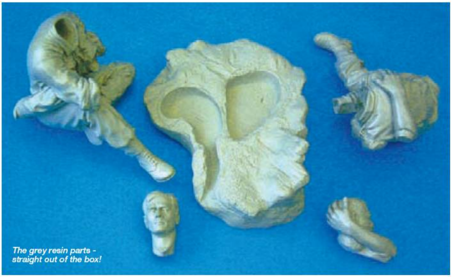
Detail of the unpainted figures.

The old Monty Python Saying… "And now for something completely different," amply describes new manufacturer Classicae's first release. Unlike most other 1:9 scale figure releases for Classicae Mark Ricketts has created a vignette featuring two figures, both of which are seated and have no equipment at all. This doesn't sound like a recipe for an interesting model subject, but in reality this minimalist approach has been used very cleverly to capture a very human story, which conveys emotion, which is something that is sadly lacking in the majority of military model subjects.

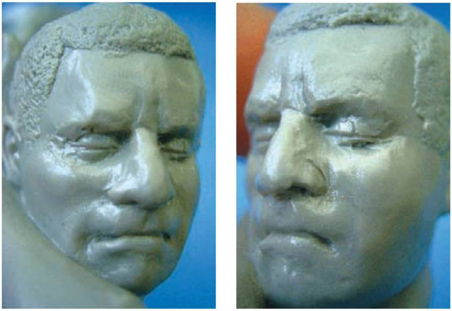
The piece is designed around a photograph from the Second World War, (*Military Modelling* Vol.38 No.1 January "Atten-shun!" page 75) which shows an American officer who is offering some emotional support to one of his young soldiers who has just lost one of his buddies in combat. Careful attention has been paid to the original scene, and the design has cleverly taken the anatomy of the two men into account so that the two figures fit together from a total of five, light grey resin castings including the base.

The officer's head is separate, and has a convincingly natural face, and restrained yet well-sculpted hair detail. The young soldier's head has a close cropped hair style, with both of his eyes closed and has been cast with the officer's left arm cast as an integral piece. This may sound strange and look odd, but when the two figures are fitted together, the unique design shows just how much thought has gone into making this piece different and well executed.

Assembling the various parts gave me a very satisfying feeling, as they fit together so well, and as there are no gaps, there's no need for filler, or the removal of excess resin. The pair sit on a large, substantial moulded rock base, which has a natural texture with no mould seams or cast faults to worry about.

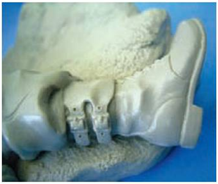


The grey resin parts - straight out of the box!



ABOVE LEFT: A detail view of reveals a well-executed expression. ABOVE RIGHT: Light damage to the left eye (lateral line) on the young soldier's head was initially a concern and was repaired by careful trimming with a scalpel and then sanded, but once assembled it isn't seen! BELOW: The hands are well sculpted and once painted very natural in appearance.

The officer's unpainted head.



The 1943 issue boots with their attached gaiters.

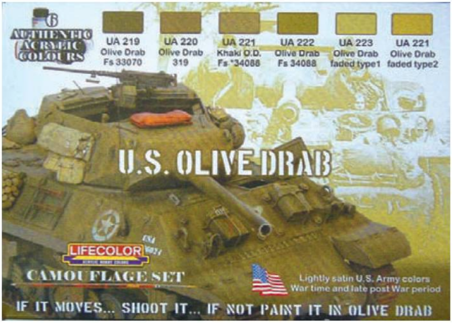
Painting it

The polyurethane resin Classicae has chosen to cast their first release in is a very pleasing pale grey colour, which is ideal as a base colour to either paint straight onto with enamels or acrylics, or to take a primer coat, unlike some of the lighter colours used by many companies. As I planned to paint the whole model in acrylics, I decided that I would prime all of the parts using a grey automotive primer, in this instance from Halfords. Despite being almost an exact match for the resin colour, this offered a slightly better 'key' for the Olive Drab colours that I wanted to use.

As there are no colouring instructions supplied with the figures, I sought reference from the from Histoire & Collections' *Army Service Forces Catalog G.I. Collectors Guide,* which has colour pictures of every imaginable piece of equipment that was issued to the American soldier in the European Theatre. These items are shown in colour photos and they appear to be new items of original wartime stock, which has remained in 'as new' condition. The boots worn by these two American soldiers are of 1943 issue and so this helped to date the piece, ruling out anything prior to 1943. These boots have attached brown leather buckled gaiters, which appear to be separate to the uninitiated, and have a different colour and texture to the boots themselves, which seem to have a rough and possibly untanned finish.

Shades of OD

The only other truly recognisable garment is the M1943 Field jacket that is worn by the young soldier, and there are several variations of this jacket shown in the book from which I chose one that had a distinctly different colour to the other clothing to add a touch of contrast, and interest to the piece. The officer wears just a shirt and a pair of trousers, both of these items were seen in many variations of Olive Drab, add to this the degrees of fading,

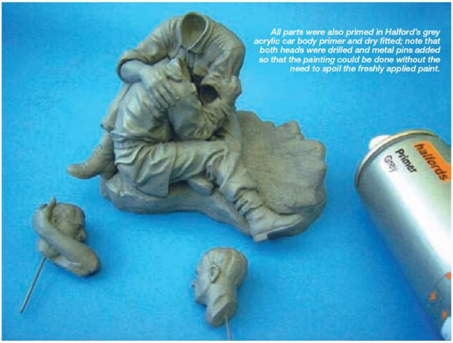

AUTHENTIC ACRYLIC COLOURS
UA 219 Olive Drab Fs 33070
UA 220 Olive Drab 319
UA 221 Khaki O.D. Fs *34086
UA 222 Olive Drab Fs 34088
UA 223 Olive Drab faded type1
UA 221 Olive Drab faded type2
U.S. OLIVE DRAB
LIFECOLOR
CAMOUFLAGE SET
Lightly satin U.S. Army colors
War time and late post War period
IF IT MOVES... SHOOT IT... IF NOT PAINT IT IN OLIVE DRAB

A set of Olive Drab acrylic colours available from the Airbrush Company in the Life Color range was used for the uniforms.

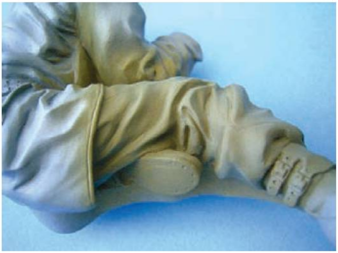
and amount of times they were washed, they could be painted using an infinite choice of Olive Drab shades. Although mainly designed for use with AFVs, etc., I decided to use Life Color's Olive Drab set of six colours.

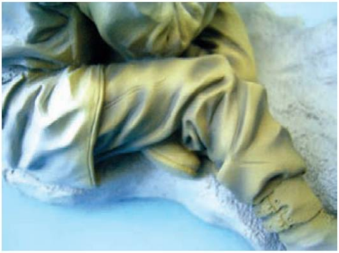
The first stage was to paint both soldiers' trousers in UA219 (Fs33070) Olive Drab, airbrushed using the Iwata Eclipse SBS, and no masking was required at this early stage. Once the trousers were dry, some black was added to the OD and the creases and folds were airbrushed to add depth of shadows, to help to see where this needed to be exaggerated the two figures were test-fitted without glue. The trousers were highlighted using the OD with *Dunkelgelb* added to lighten the colour; this was applied on the crests of creases and the knees, etc.

The next stage was to airbrush the young soldier's M1943 Field Jacket using Faded Olive Drab UA223, this lighter colour OD offered a good contrast against the darker shade of the trousers. The jacket colour was also airbrushed without the need of masking

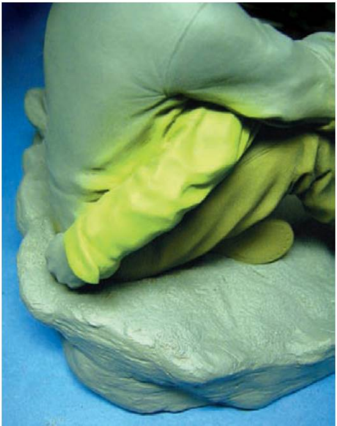


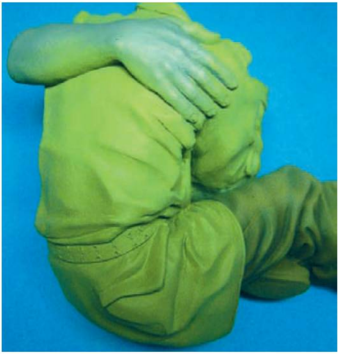
All parts were also primed in Halford's grey acrylic car body primer and dry fitted; note that both heads were drilled and metal pins added so that the painting could be done without the need to spoil the freshly applied paint.

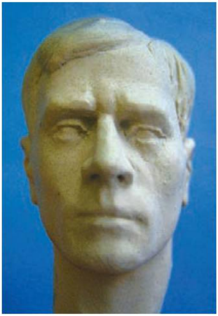




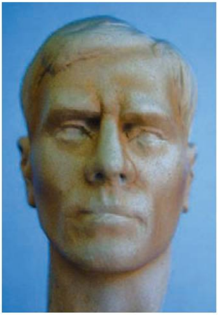
***ABOVE LEFT:** The base colour Olive Drab was airbrushed without masking. **ABOVE RIGHT:** A darkened Olive Drab was airbrushed into the creases and folds to add shading to the trousers. **BELOW LEFT:** The arm on the M1943 jacket was airbrushed without masking, before the officer's jacket was painted. **BELOW RIGHT:** The main area of the M1943 jacket as it was painted using UA223 Faded Olive Drab, again without masking.*



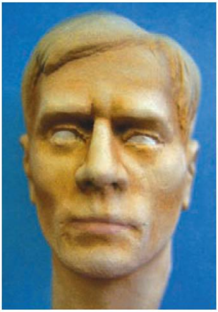




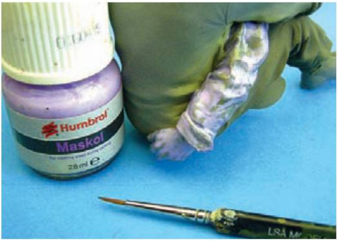
The officer's head painted in the 'white and Sandy Brown' base flesh mixture.

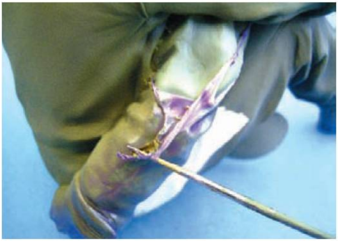


The shading was applied next, using thinned Burnt Umber.



The whites of the eyes were added – in white, but with a touch of Burnt Umber added to kill the starkness.





ABOVE LEFT: Humbrol Maskol was used to good effect to mask the soldier's arm before the officer's shirt was airbrushed. ABOVE RIGHT: Maskol was gently lifted from the surface of the model, by using the tip of an old airbrush needle; it comes off in one piece using this method.

Boots were painted in their base colour.

The boots after shading with a darker brown mixture.

and was shaded using a mixture of UA223 with some Vallejo Model Air US Dark Green. The young soldier's left arm is moulded as an integral part of the officer's back and so was painted and shaded at the same time.

Once the arm was fully dry, it was masked by brushing the area with Humbrol Maskol liquid, and to anyone who has not used this medium, it is a liquid latex rubber which is simply brushed onto the area that requires masking, then once the airbrushing has been done to adjacent areas, it can then simply be peeled off as a rubbery skin revealing the unpainted/masked area.

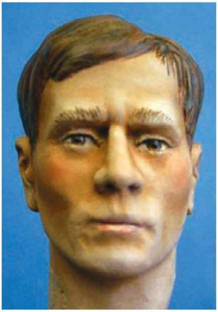
Using this method the arm was masked and the officer's shirt was airbrushed using UA222 Olive Drab and the main torso was also airbrushed. The darkest areas were then shaded with a darkened shade of the OD, especially in the very darkest areas were the figures are attached, i.e. under the legs, and under the arms, etc.

At this stage the Olive Drab colours had been completed with the exception of the young soldier's belt, and so attention was turned to painting the boots, firstly using Vallejo Sandy Brown which was then airbrush shaded with Burnt Umber with the moulded details bordered using Burnt Umber mixed with black. The attached gaiters were painted in a slightly lighter, but more of a tan shade than the boots themselves as they appear this way in the colour picture in the book I was using as a reference. Finally, the lace holes were painted black together with the manmade moulded soles.

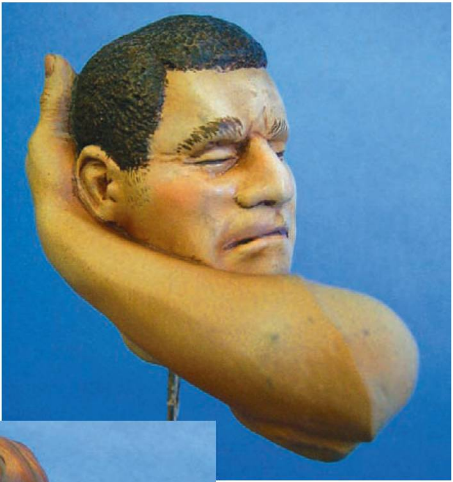
Flesh tones

Next I decided to concentrate on the flesh tone areas, as I have used Vallejo Sandy Brown as a basis for my flesh tones in recent years, this was mixed with white to produce a basic flesh mix. Both heads were airbrushed using this colour, The Officer's right arm and the soldier's right hand were masked using both tape and Maskol, as the individual fingers were too thin to get the tape to stick, and the soldier's left hand was brush painted, as this seemed easier.

Once the base flesh colour had fully dried, a secondary colour was mixed to shade the flesh areas; this colour was made from Vallejo Burnt Umber, added to the base flesh mixture. To obtain a very subtle graduation of tone, I thinned this darker colour so that it was quite thin, but was not too runny to loose its ability to cover; it is difficult to explain the consistency, but it is slightly thicker than milk.

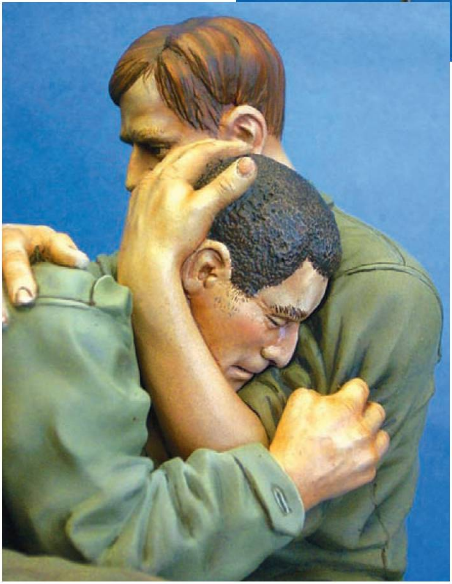


Painting completed on the officer's head, with all eye, and hair detail applied by careful brushwork.



RIGHT: The young soldier's head, with the officer's arm may look strange at this stage, but it fits perfectly when assembled with the other parts. A little clear gloss (Johnson's Future acrylic floor polish) was added to the eye to give the hint of tears.

BELOW: Close up the two figures fitted together.



Both heads were painted using the same colours and shaded using the darkened mixture; this was lightly applied by airbrush at approximately 28psi and layered gradually to emphasize the recesses of the features, and mainly accounted for the mid tones of the skin colour. The deeper shadows were further shaded by the addition of some thinned Burnt Umber, applied where the officer's arm is moulded to the young soldier's back, and areas such as between the officer's right arm and the soldier's face to add depth and separate the two adjacent parts. This was also added to below the jaw line of each of the heads and either side of the nose where the eyes meet the sides of the nose below the eyebrows.

Unlike the officer, the soldier has his eyes closed, but despite this the eyelashes needed to be represented. These were lined in using a 00 brush with some thinned Burnt Umber. I began by painting the whites of the officer's eyes using white, but with a touch of Burnt Umber added to kill the starkness. The decision of which direction I wanted his eyes to look was thought out quite carefully, as this really alters the emotion that is conveyed, and could make or break the effect of the whole piece. With this very much in mind, I decided to centre the irises so he was looking or rather staring straight ahead, which was done by 'dotting' them in using Burnt Umber with black added. A smaller dot of a lighter colour was then added to the lower two thirds of the irises mixed from Burnt Umber with Sandy Brown added. To finish the irises the pupils were centred into them using black to make as perfect a dot as possible, then the whole of each eye was painted over with Future Floor

Shine to add a good deep gloss. The top and bottom eyelashes were lined in with a fine brush using thinned Burnt Umber.

Hairstyles

The hair on both heads was mainly brush painted, however, both have different cast textures and so this meant that two different techniques had to be used. The officer's hair has a subtle moulded texture which unlike most 1:9 scale figures I have painted, does not have deep engraved lines of hair detail. With this fact in mind I brush-painted the base colour of the hair first, using Burnt Umber and then added the hair detail by using progressively lighter mixtures of brown to add a series of fine lines. This effect was altered by both adjustment of the colours and subtle over-spraying with thinned Vallejo Burnt Umber. The result of this is quite a pleasing chestnut colour with subtle tones, yet giving some depth.

The young soldier's hair has a totally different texture and looks like very close cropped curly hair. This was brush painted using black as a base colour and later dry-brushed using Burnt Umber added to Sandy Brown to pull out the highlights.

The hands were shaded using the airbrush with well-thinned Burnt Umber, mainly directed at the joints of the fingers and in particular the knuckles. The thinned mixture was also used on a fine brush to add 'character lines' to the creases and details of each finger and outlines of the fingernails. The fingernails were then painted in the basic flesh tone with a little red added; the cuticles were then painted in with some white added to the basic flesh mixture.

Afterwards I carefully studied the hands in detail and some small alterations were made including some highlights to the fingers and knuckles (using a lighter shade of flesh tone) as well as adding fine lines to represent dirt in the fingernails.

The Base

The base supplied really is a substantial resin casting, and I can't resist using the adjective 'chunky', as it certainly is as far as bases are concerned. The rock texture is nicely sculpted and cries out for a series of washes, and dry brushing to bring the detail out. Although the casting was already moulded in medium grey, I primed it using the Halford's grey automotive primer to provide a good key for the other colours I would be using.

The next stage was to paint the whole base with Life Color *Dunkelgelb*, as this seemed

The large resin base was sprayed with Halford's car body primer.

ARMY SERVICE FORCES CATALOG
GI
GOVERNMENT ISSUE
U.S. ARMY EUROPEAN THEATER OF OPERATIONS
COLLECTOR'S GUIDE

I found Histoire & Collection's superb reference book, Army Service Forces Catalog G.I. Collectors Guide very useful.

a good neutral colour. I followed this with a wash of a thinned, dark brown mixture to emphasize the texture of the rock. To further enhance the texture, a white and *Dunkelgelb* mixture was dry brushed onto the highlights of the rock, and finally selected areas were dry brushed with various shades of green to simulate moss and other such growth.

Summary

It is always good to see a new manufacturer emerge, and especially when they bring something new to the table. Classicae have made a great start with this thought provoking piece, which is well sculpted, and nicely cast, with no apparent air bubbles, and it fits together precisely with no filling required. All in all, this can best be described as a "painter's model", but on reflection would also look very nice as a bronzed display piece.

I found 'Compassion' a fun piece to paint especially as the large scale was perfect for airbrushing and getting to grips with detail of the faces.

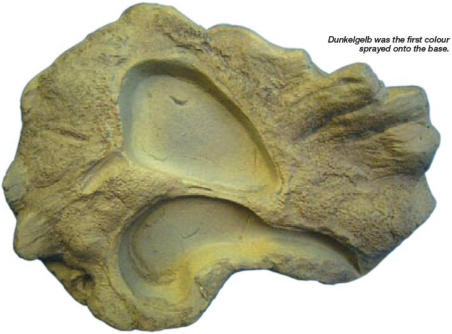
I can't help thinking about who the two men in the original photograph were and what had happened to them, and for me this is the 'magic' ingredient that sets it apart from the rest, and makes it very different. If painting is what you enjoy most, and assembling numerous weapons and equipment are not high on your list of priorities, then I can recommend this fine piece, which is a pure painters' joy.

Thanks go to Classicae for supplying 'Compassion' to me via the Editor, and wish them good luck with their future products that judging by their first will be worth waiting for.

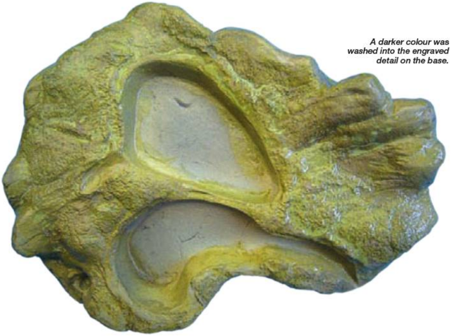
I would also like to thank The Airbrush Company for supplying the Life Color set of Olive Drab paints, as they were ideal for this project, and I look forward to trying them on a military vehicle in the near future.

Availability

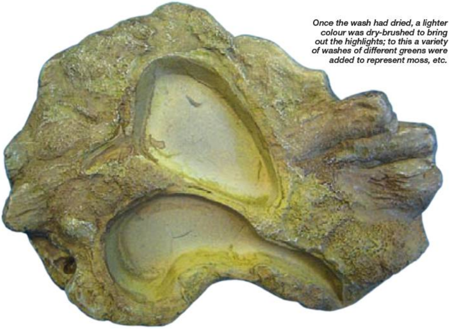
Classicae Ltd., Unit 82, Edale Avenue, Newsome, Huddersfield, South Yorkshire HD4 6LL
sales@classicae.com www.classicae.com
The kit costs £64.99 plus postage and packing. Life Color acrylic paints and Iwata airbrushes are available from The Airbrush Company Ltd., Marlborough Road, Lancing Business Park, Lancing, West Sussex BN15 8UF.
Tel: 08700 660 445. Fax: 08700 660 817.
www.Airbrushes.com ■



Dunkelgelb was the first colour sprayed onto the base.



A darker colour was washed into the engraved detail on the base.



Once the wash had dried, a lighter colour was dry-brushed to bring out the highlights; to this a variety of washes of different greens were added to represent moss, etc.

Nuremberg Toy Fair 2008

Ken Jones' reports from Germany's Spielwarenmesse – annual International Toy Fair

Nothing really stuck out, shone or had the 'wow' factor at Nuremberg this year, although there were plenty of new announcements – but as always – we sometimes don't see them, as intended, in their announced release year.

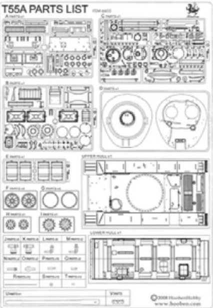
As always, believe it when you see it! Things can take a long time in production… especially from the smaller manufacturers. There were some items listed as 'NEW' that I saw listed as such in 2007, and they're back for 2008, and it's obvious that many companies can play a waiting game and, in my experience over the years, it has come as no surprise that numbers of proposed kits never actually make it into production.

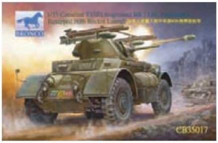
Russian manufacturer Alanger – with a catalogue entry for Hall 7 wasn't there, and their Website appears to have disappeared. Nothing earth shattering to report this year, but a run around the halls during my visit to Nuremberg revealed the following.

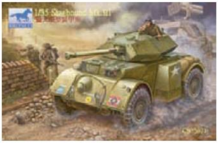
Hooben Hobby Tech Co. Ltd.

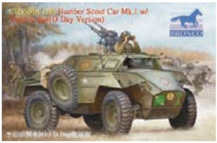
Xiyuan Sanlu 10, Hangzhou Zhejiang, China 310030. sales@hooben.com

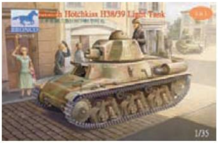
I found this company tucked away in Hall 11 and well away from the epicentre of everything military modelling in halls 7 and 7A. Passing through the parts of a 1:16 scale plastic kit for a Russian T-55A tank amongst the R/C submarines and fast patrol boat kits on their stand caught my eye. The test presses of hull and turret looked quite good; idlers and sprockets were metal for R/C use, and it featured a turned aluminium gun barrel. Some nice details were revealed on the sprues and this could easily be adapted as a static scale model for those who like 'em big. They told me that it's due out in May and provided me with an A4 sheet of drawings for the kit sprues and parts, which was useful because I couldn't access their Website from IT section the Nuremberg press office, or later at home or office for some reason.








Humber Scout Car Mk.I w/
(D-Day Version)
BRONCO



Bronco/TOM Modellbau

Bronco Models, Workshop 16A, 25/F Well Fung Industrial Centre, 68 Ta Chuen Ping Street, Kwai Chung N.T. Hong Kong. www.bronco-model.com Bronco do not have a booth at the Toy Fair, but their products were displayed in a corner of the stand of German distributors TOM Modellbau www.tom-modellbau.de in Hall 7. No evidence of the reported 1:35 scale British A13 Cruiser tank, but the assembled test press of a *Landwasserschlepper* was on show. Photos of box tops showed some coming items – on the Staghound theme the Canadian version with 60-pound aircraft rockets and the Mark III with the modified Crusader tank turret with 75mm gun. Planned also is a variation of Bronco's Humber Scout Car with a PLM mounting and twin Vickers GO guns, plus what was illustrated as a '2 in 1' kit for the French Hotchkiss H38/39 Light Tank. Bronco is not flagged as a range on TOM's Website. Oh yes, I nearly forgot, they also announced a 1:35 scale aircraft kit of the American Piper Cub L4H with underwing rockets as 'Rosie the Rocketer' [*sic*] – their 'Grasshopper' aircraft kit with rockets, handy for those who like to marry their vehicles with aircraft in dioramas – or just by themselves, or as a good way of displaying 1:35 scale figures. Makes a change from the Fiesler *Storch* – but fat chance of us seeing something like an early 1:35 scale British Auster AOP as a plastic kit even with Bronco's courtship with British kit subjects.

MIG Productions SL

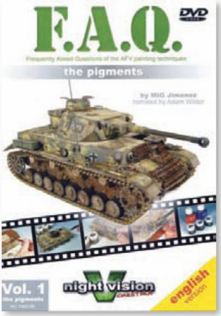
MIG Productions Factory S.L., C/Santiago Rusiñol 7, Pral 2ª 08750 Molins de Rei, Barcelona, Spain. Tel/fax: (00) 34 936 689 959. www.migproductions.com

It was good to see Miguel Jimenez in his first year at Nuremburg in Hall 7 where he and Adam Wilder manned a compact booth given over to the visual presentation of Mig's first DVD titled F.A.Q. – *Frequently Asked Questions of AFV Painting Techniques*. This 58-minute duration DVD is *Vol.1 The Pigments* and the first in a series. It shows how to apply pigments to models and will be reviewed by us. Mig also had some new items flagged for 2008 – in 1:35 scale an Egyptian BJ45 truck (Special Edition); 'Nun-Nun' Command Car patrol version; two US 'Modern Period' soldiers; a Middle Eastern Gateway and a European Portal; *PzKpfw IV* stowage boxes. In 1:48 scale Mig has a resin kit for a Dodge Ambulance and an Ardennes House. Announced for 1:72 scale is a Soviet Destroyer M04 and gunboat BK1125 'Rocket Version Late'.

AFV Club/Pocketbond

AFV Club (www.hobbyfan.com.tw) don't attend Nuremberg, but fortunately their products are covered on the stand of their UK importer Pocketbond. Most will be familiar with the announcement of the 1:35 scale kit of the IDF SHOT Kal 1973 (Centurion) and the M5A1 Light Tank (an extensive build feature is coming in Issue 5), but announced as 2008 Spring Summer releases on an illustrated A4 size leaflet were a 1:35 scale Churchill Mark III (AF35153) and the track conversion set for 'a Churchill tank' (AF35156)… these will be high on a lot of modellers' lists and hopefully they will come to fruition soon. Also flagged on that leaflet for 1:35 scale were – Stryker M1128 Mobile Gun System; T-34/76 1942 Factory 112 with 'a superb detailed interior'; a dozer blade for the Centurion; conversion kit of 'Hush Puppie' track for the Centurion; mantlet covers for the Centurion – types 'A and B' and AF35163 a 40mm Bofors AA Gun – now there's a surprise! Sets of figures are two for an IDF Centurion 'Six Day War' and two, plus sandbags, for the US M5A1. Two 1:48 scale kits were announced – AF48006 *Sturmtiger 38cm RW 61 auf Sturmmörser Tiger* and AF48007 *SdKfz 251/1 Ausf C* half-track. Whether we see these this year is anyone's guess. Pocketbond's catalogue did indicate that AFV Club had a US M42 Duster kit (AF3542) for this year too and also listed a 1:35 scale LVTH6 (AF35141) for 2008 release.

AF35153 1:35
CHURCHILL MK.3
CHURCHILL MK. III
AF35156 1:35
TRACK FOR CHURCHILL TANK
(CONVERSION KIT)



Trumpeter

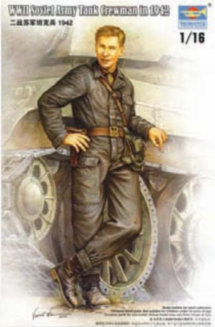
Trumpeter, Wasan Plastic Model Co., Nanlong Industrial Area, Sanxiang Zhongshan, Guangdong, China.
http://www.trumpeter-china.com

Although Trumpeter have been quite active with some new 1:35 and 1:48 scale kits over the past year, dust was still gathering on the 1:16 scale US M16 half-track promised ages ago, still with it's 'NEW' label in front! I am aware that Trumpeter do 'other things' as well as military vehicles, but I wouldn't expect the same model for two consecutive years tempting us with the same future release notices… and being in the catalogue too. However, in 1:16 scale they have announced a series of injection moulded plastic single figures and have, in fact, released the first – 00701 'WWII Soviet Army Tank Crewman 1942', just the ticket to accompany their 1:16 scale T-34 tank kits. Announced also are - 00702 WWII Soviet Tank Crew Vol.2, 00703 WWII Soviet Officer Vol.1 and 00704 WWII Soviet Officer Vol.2 should follow. Staying with figures they also have announced five more sets of 1:35 scale figures – 00417 US CH47A 'Crew in Vietnam,' 00421 German ISAF in Afghanistan, 00422 German KSK *Bundeswehr*, 00423 USMC M252 Mortar Crew AND 00424 Modern US Army Armor Crewman and Infantry.

New 1:35 scale vehicle kits are 00211 Soviet tank Tansporter MAZ 537 (Medium) which was released earlier in February and a later variant of it as kit 00212. You can never tell with Trumpeter, from what they have announced, and some of these are already available; they show more versions of the PT-76, USMC LAV-AD Air Defence and an uparmoured version of the Italian C1 Ariete MBT, the 'paper panzers' E100 Super Heavy Tank and the E10. They have just released another version of the 1:35 scale German *15cm s.FH 18* (02304) the *10cm sK 18* field gun. A new accessory listed is 06607 1:35 scale LAV Series 8 x 8 tyres 325/85/R16 x ML – with eight separate vinyl tyres and plastic hubs.

Russian BMP-3 IFV early version (00364) and BMP-3 IFV uparmoured (00365). More Russian AFVs in 1:35 scale promised are the T-62 Model 1962 (00376) and T-62 Model 1972 (00377). In addition to the USMC LAV-AT (00372) are a couple of German 'experimentals', the *GW IVb leFH18/1 L28* (00373) and *SdKfz 161/1 le FH 18/1 GW IVb* (00374).

The smaller 1:72 scale will have two 'King Tigers' – Henschel turret (07201) and Porsche turret (07202), Panthers' *Ausf D* (07245) and *Ausf A* (07246) and the Swedish *Strv 103B 'S'* tank (07248). The rather ambitious 'Braille Scale' list also reveals, Famo with Bilston cranes – early (07253) and late (07251), Famo late production (07252) *Jagdtiger* (07254), *StuG III* assault guns' *Ausf E* (07258), *Ausf F* (07259), *Ausf G* (07260), *StuG IV* (07261) *Jagdpanzer IV* (07262). The French Char B1 (07263), M26 Pershing (07264), M26A1 Pershing (07286), T26E4 Pershing (07287) and M46 Patton (07288). Turncoats - *PzKpfw KV-1 756(r)* (out now!) *PzKpfw KV-2 754(r)* and a model of the USMC LAV-25 (07268) are in the catalogue. The M2/M3 Bradley IFV (07295), Bradley M2A2 (07296) and Bradley M2A2/ODS (07297) seem likely.


WWII Soviet Army Tank Crewman in 1942
二战苏军坦克兵 1942
1/16

As I've said, quite an ambitious list and some have already made their debut, but little visual evidence was on Trumpeter's stand – only the 1:16 scale new King Tiger with interior detail and a made up model of the MAZ 537 tank transporter featured in a glass case and on the shelf.

Italeri

Italeri S.p.A., Via Pradazzo 6/B 40012 Calderara de Reno (BO) Italy.
Fax: 00 39 51 726 459. italeri@italeri.com

Italeri are one of the longer established plastic kit manufacturers and make some brave moves in their choice of model kits, this year being no

exception when they displayed a new tool 1:35 scale Italian Second World War *Carro Armato L6* light tank PRM Edition (6469) in their display case. This will go nicely alongside their older *Carro Armato M13/40* (6213), which is being reissued as a 'limited edition' for this year – it's not a bad kit and many modellers who missed it the few times it's been in production may want to snap up a couple. Italeri has also announced further 1:35 scale kits, some new, some borrowed and I nearly said some blue, as modifications on existing chassis, and some new ones for 1:72 scale.

Out front is the Staghound AA (6463) which is a logical step on their armoured car kit released last year, as is the Crusader III AA Mark I (6465) – it's the one with the sides, on their much used and modified Crusader tank chassis. There's also another on the *PzKpfw 38(t)* chassis – the *SdKfz 140 'Gepard' Flakpanzer 38(t)* with a single 2cm gun (6461) repeating Dragon Models Smart Kit variant. Unusual is an Italian army Horse Drawn Breda 20 – the 20mm gun on a two-wheeled chassis. The British get a 'look in' with another version of the DUKW as a 'British Royal Army' (what is the British Royal Army?) variant – looking all 'post-War' as kit 6466. Utilization of existing moulds brings Italeri's *Blitz* truck chassis in to be used for 6467 a German *Kfz 305* Tankwagen.

The jeep features in Italeri's list again – ¼ ton 4x4 Utility Truck (6468) and I've no idea whether it's a new tool or an older kit(s) buffed up a bit? The LVT becomes LVT (A) 2 'Saipan' as kit 6470 and Italeri have offered another Tiger *Ausf E* with photo etched parts as 6471, as does their *Begepanther* (6472) and Panther *Ausf D* also with photo-etched parts as 6473. The British get another look in with a Bedford QL with 6 pdr AT Gun (6474), which we've seen before, but that Bedford three-tonner chassis is very useful.

Crew figures are announced for the 1:35 scale Elco 80-foot PT Boat (5606) and the forthcoming *Schnellboot S 100* (5607), which was on display on Italeri's stand as a PRM Edition (5603) in a similar presentation package to the Elco on its release with full size information in an illustrated handbook, etc. The *Schnellboot* is a big sleek heavily armed, motor torpedo boat, referred to as an 'E-Boat' (Enemy Boat) by the British and Italeri's assembled model looked fine on display alongside the US Elco boat.

In 1:72 scale Italeri have some interesting items listed, some with wargamers in mind – 7074 *SdKfz 234/4*; 7052 *Autoblinda AB 43*; 7053 *Autoblinda ABM 42*; 7054 Bishop Mark I SP Gun; 7055 *Kfz 305* Ambulance (Opel *Blitz* chassis); 7056 Sherman Calliope; 7057 *Jagdpanzer 38(t) Hetzer*; we've seen some of these before, but snap them up on their second outing. Fast Assembly (FA) models in 1:72 scale, two to a box, are 7504 Panther *Ausf G*; 7505 Tiger I *Ausf E*; 7507 *PzKpfw III Ausf J*; 7508 Italian Ro3 truck with a 90mm/53 AA gun; 7509 US M3A1 half-track.

There are seven 1:72 scale figure sets plus four sets of scenic items planned with an Italian 90mm/53 gun and crew (6122) that they added to the Ro3 truck in 7508. British Light Cavalry 6094; *DAK* Infantry 6099; US Infantry 6120; German Motorcycles 6121; Chinese Cavalry 6123; Mongol Cavalry 6124; Templar Knights 6125. Arab Warriors 6126. Walls and Fences 6127; Stone Bridge 6128; Church 6129; Battlefield Buildings – a shelter, checkpoint and wooden observation tower – 6130. The 1:72 scale MAS 500 (5702) illustrated in the catalogue is a small Italian MTB emphasizing Italeri's continuing interest in the genre

Italeri's 1:32 scale figure sets have additions of the following: 6881 Templar Knights; 6882 Arab Warriors; 6883 French Infantry 1798-1805; 6884 Austrian Infantry 1798-1805; British Light Cavalry 1815 and a French Supply Wagon of the Napoleonic period as 6886. Interestingly they also include 6879 a German *PaK 40* with servants (crew!) in the 1:32 scale releases range along with 6880 the Russian ZIS-3 AT Gun – based on 1:35 scale variants these kits are simplified and to the larger scale as my examination of the ZIS 3 revealed and a novel idea for modellers in 1:32 scale (54mm). Some of Italeri's announcements for 2008 are already available and should be in the shops now.

Tamiya

Tamiya, 3-7 Ondawara, Shizuoka City, Japan. http://www.tamiya.com/english/e-home.htm Tamiya fielded a 1:35 scale new tool Opel *Blitz* truck on their big stand in Hall 7A along with a *PzKpfw III Ausf N* and some new 1:48 scale releases. As Tamiya slip back into the production of 1:35 scale plastic kits, they have announced a range of scale scenery – oblong bases with ruins or features on them to display the figures and equipment included in the box, but, at a pinch, small vehicles such as a jeep, a *kübel,* motorcycles or maybe a Bren carrier could also be added – or more figures for a crowded effect along with further appropriate scenic materials. These are: 89739 Scenery Set No.1 German Infantry Mortar Team French Campaign 1940; 89740 Scenery Set No.2 German Field Military Police Normandy 1944; 89741 Scenery Set No.3 US Infantry Battle of the Ardennes 1944; 89742 Scenery Set No.4 German Infantry Italian Campaign 1943.

The popular German 3-ton truck – the ubiquitous Opel Blitz - has been available in plastic kit form only from Italeri in 1:35 scale to date, and that kit now definitely shows its age. Tamiya's model (35291) has movable steering, some cargo items and two figures. The *PzKpfw III Ausf N* (the one with the same short 75mm gun from the *PzKpfw IV*) makes a neat variation on Tamiya's *PzKpfw III* chassis proving that with adjustments and detail changes more than one variant can be wrung from the mould – as Dragon continually prove to us.

Tamiya continue to release further 1:48 scale subjects and the kits for the British Crusader Mark III (32555) and US M20 Armoured Utility Car (32556) made their debut, displayed with a German *2cm Flakvierling 38* (32554) and a Japanese 4x4 Light Vehicle Type 95 – the '*Kurogane*' – with seated driver and standing officer figures. Tucked in on the end was Tamiya's WWII Famous General Set (32557) in 1:48 scale. This is a facsimile reduction of the 1:35 scale set of plastic figures that has been available from Tamiya for more years than I care to remember – featuring Patton, Eisenhower, McArthur, Montgomery (with tea cup!) and Rommel.

Easily missed was Tamiya Craft Tools' Portable Photo Studio (74079) all contained in a folded PP Plastic case, 735mm x 515mm x 105mm. Clip on lamps are available separately, and the case opens to provide a base for the model subject with a seamless curved backdrop and overhead semi opaque screen or filter to diffuse the brightness of overhead lights to give all round diffused lighting – or whatever you wish to set up to suit your own needs.

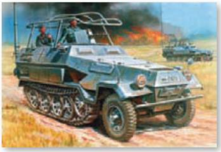
Tamiya announced only their Spring releases at Nuremberg, whatever they have planned for the rest of the year, they keep to themselves, their 'chosen few', and of course, provide fuel for the popular speculation, and speculators, on the Internet in a merry little game, who like to be first with announcements … or 'official leaks!'

Zvezda

Zvezda Co, Promyshlennaya Str., 2, Lobnya, Moscow, Russia 141730 Fax: + 7 (485) 577 31 63 zvezda@df.ru http://www.zvezda.org.ru

Russian plastic kit manufacturer Zvezda have been known to co-operate with Italeri and Dragon on projects and mould sharing, and this time around they presented quite an ambitious list of releases for 2008. They concentrate mainly on 1:35 scale vehicles and figures, mainly German and Russian subjects, a sizeable range of 1:72 scale figures and buildings and they also maintain a healthy list of 1:72 and 1:48 scale aircraft, plus some ship models. The ex-Eastern Express 1:350 scale plastic kits of the 19th century Russian battleships *Borodino* and *Kniaz Suvorov* and the cruiser *Varyag* are now on their list. New 1:35 scale items announced for 2008 are:

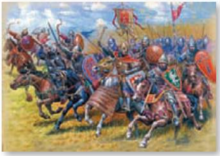
3574 GAZ-MM truck – the later version of the AA – a Soviet 1.5 tone four-wheeled truck based on a Ford design. (The six-wheeled AAA is already available from Zvezda as 3547). I don't know the pedigree of these moulds, but they could be Eastern Express - or Toko could be in there somewhere! 3588 German *SdKfz 251/10* with *PaK 36 3.7cm* antitank gun; 3599 German *Gebirgsjäger Division Edelwiess* WWII – six mountain troops figures; 3604 German *SdKfz 251/3 Ausf B* 'Communications Vehicle' – with frame aerial; 3606 Soviet Mountain Infantry WWII – unusual subject, and I admit I don't know much about these troops; 3608 KV-2; 3609 Soviet DShK 12.7mm heavy machine gun with four-man crew; 3610 *PaK 36 3.7cm* antitank gun with four-man crew; 3615 Modern Russian Tank Crew – three figures; 3624 KV-1 Model 1940.

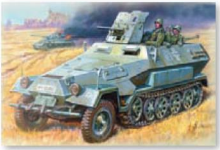


Plenty for small scale modellers of historic figures and wargamers in general with around 14 announcements for 1:72 scale figure packs and buildings. In numerical, but not necessarily release order, are: 8037 French Cuirassiers 1807-15; 8039 Russian Cavalry Brigades 13-14th Centuries; 8041 Polish Winged Hussars; 8045 Russian Heavy Artillery with Service Crew – Napoleonic Wars; 8054 Turkish Cavalry 17th Century; 8055 Russian Hussars 1812-14; 8057 Swedish Dragoons of Charles XII's army; 8058 Russian Artillery of Peter the Great; 8059 Medieval Peasant Army 13-15th Centuries; 8060 English Infantry of the 100 Years War; 8061 Austrian Musketeers and Pikemen 17th Century; 8062 Russian Foot Soldiers 13-14th Centuries.

Two new 1:72 scale plastic kits of buildings are scheduled - 8521 Medieval Town House and 8532 a European Thatched Country House. These are good kits and can be enhanced or easily converted by modellers.

For any ***Military Modelling*** reader who 'does' the odd ship model, or into naval wargames or making period dioramas you may be interested that Zvezda have announced 9038 a 1:72 scale model of an English medieval ship – the 250-ton Cog *'Thomas'* that was King Edward III's flagship at the battle of Sluys in 1340. For a later period is 9034 a 1:200 scale model of the French Frigate *Acheron* of Napoleon's navy. Whether we'll get all or any of these is anyone's guess, however, but we can live in hope.





Hasegawa

Hasegawa Corporation, 3-1-2 Yagusu Yaizu Shizuoka 425-8711 Japan. Tel: 81-54-628-8202/8241 Fax: 81-54-627-8090 http://hasegawa-model.co.jp

Hasegawa manufacturer quality plastic kits, but mainly aircraft, and military vehicles and ship models have been only a small part of their list, and then only in 1:72 scale or smaller, although they have two jeeps and two *kübels* in 1:24 scale. This year, however, they displayed the assembled plastic models of two Japanese soft skin vehicles in 1:48 scale – the Type 95 'small sedan' *Kurogane* 4WD (Model 3) and an Isuzu TX40 Type 97 Truck (36501). Seemingly tying in their vehicles with their extensive 1:48 scale aircraft kit range, these come with figures too and the *Kurogane* has a light machine gun firing through the passenger's half of the windscreen, Japanese vehicles at this time being right-hand drive. (Tamiya has also produced a *Kurogane* in 1:48 scale for this year!) I also spotted in Hasegawa's 1:48 scale accessories range, amongst the jeeps, a BMW 327 (X48-13) convertible with a civilian female figure and her dog to go with it.

JAGDPANZER SU-76(r) w/CREW
MiniArt
35053
1:35

MiniArt 35014

MiniArt

MiniArt Ltd., Krylova Street 127, Simferopol, 95001 Ukraine. Tel/fax: +38 0652 249291 art@miniart-models.com
www.miniart-models.com

MiniArt was formed in 2001 and is based in the Ukraine; they usually produce a prolific amount of new announcements in time for the Nuremberg *Spielwarenmesse* and since I've been observing them over the past seven years they have amassed sizeable ranges of plastic kits for, 1:72 historical figures and buildings, 1:35 scale military miniatures and vehicles, 1:16 scale historical figure kits, 1:35 scale dioramas and 1:35 scale buildings and accessories. Some kits seen built and displayed at Nuremberg in 2007 are still tagged as 'NEW' for release this year and we'll have to be patient to see them appear in plastic. It appears that MiniArt like to work their programme years ahead, unlike the more secretive Japanese and Chinese kit manufacturers who play their cards well against their chests.

A US Bantam 40 BRC kit is to be added to the 1:35 scale range (that's useful!) plus their already released SU-76, which look like being released in some other different guises, with and without figures, to make the most of its mould. Hopefully we'll see some of, if not all of them pretty soon.

Announced for 2008 in 1:35 scale are: 35014 US 4x4 truck Bantam 40 BRC with Crew; 35036 Soviet SU-76M with Crew; 35042 Soviet Drivers and Vehicle Accessories; 35045 Soviet ZiS-3 Gun with Horses; 35046 German *Feldgendarmerie* Figures; 35047 US Jeep Crew; 35048 Soviet Command Car with Crew (US Bantam 40 BRC kit); 35049 Soviet Jeep Crew; 35050 British Staff Car with Crew (US Bantam 40 BRC kit); 35051 British Jeep Crew; 35052 Soviet Artillery Tractor YA-12; 35053 German *Jagdpanzer SU-76(r)* with crew (released January); 35054 German SPG Crew Riders (released January); 35055 Soviet Soldiers – Tank Riders; 35056 Soviet T-70M and ZiS-3 Gun with Crew; 35057 Soviet Field Kitchen with Horse; 35058 Soviet SPG Crew Riders (a second set); 35059 Soviet SU-76M on March Ukraine 1944; 35060 German Tank Crew France 1944; 35061 Soviet Field Kitchen PK-42 with Figures; 35062 German Soldiers at Rest; 35063 Soviet SU-76M Late Production with Crew; 35064 Soviet Ammunition Boxes; 35065 German Soldiers at Work; 35066 Soviet Infantry Tank Riders. By combining their vehicle and figure kits thus, MiniArt's list simply blossoms beyond belief!

MiniArt 35054

MiniArt 16016

Additions to the 1:35 scale Buildings and Accessories Series are: 35506 German City Building; 35511 Ruined Garage; 35513 French Café (released January); 35514 Tiled Roof; 35514 Ardennes Building; 35516 Small Bridge; 35517 Slate Roof. New diorama bases announced are: 36004 Poland (released January) 1944; 36005 French Street; 36006 Sevastopol 1941; 36007 Budapest 1945; 36008 Italy 1943; 36009 Military Police; 36010 Military Police – whatever the latter pair will represent is anyone's guess?

Due for February release, and should be available by the time you are reading this, is 16016 - a 1:16 scale French Dragoon of the Napoleonic Wars – a mounted figure. Other 1:16 scale plastic figure kits announced for this year are: 16017 French Imperial Guard Grenadier Napoleonic Wars; 16018 Dutch Imperial Guard Grenadier Napoleonic Wars; 16020 Russian Guard Cuirassier 1914.

In the 1:72 scale series of Historical Miniatures, 72015 'Fortress Under Assault' appears to be the only addition.

Hobby Boss

**Huihuang Electric Appliance Co., Ltd.,
Nanlong Industrial Park, Sanxiang Town, Zhongshan City, Guangdong, China. Tel/Fax: + 86-760-6338326** info@hobbyboss.com
http://www.hobbyboss.com

Hobby Boss were showing nothing new on the 1:48 scale military vehicle kit front into which they made a short sharp foray last year, but they made some new announcements for 2008 for their 1:35 scale series which are: 82406 Delta Force FAV; 82411 AAVR-7A1 Assault Amphibian Vehicle Recovery; 82416 AAVP-7A1 Rm/rs W/eaak; 82419 M706 APC Product Improved; 82422 V-150S Commando APC with 90mm Cockerill Gun.

ICM

'ICM Holding', PO Box 59, Kyiv, 01033 Ukraine. Tel/fax: (38 044) 494-04-04,
icm@icm.com.ua http://www.icm.com.ua
ICM Moscow, 11 Garshin Street, Tomilino, Lubertzy District. Moscow, Russia 140070. Tel/Fax: (+7495) 514-99-14 icm-mos@mail.ru

Various Internet sites' discussion groups have been humming with the news of a proposed 1:35 scale Matilda kit from ICM. Before the show I'd received news directly from Svetlana at ICM about their 1:48 scale *SdKfz 222* kit (48191) and this should be available by the time you're reading this. Another 1:48 scale car of an Opel Admiral Personnel Car with *Luftwaffe* Officer Figures (48201) intended most likely to tie in nicely with their 1:48 scale aircraft kits… or as a 'stand alone' model.

The new 1:35 scale subjects announced for release this year at Nuremberg were: *35522 le.gl.Einheits-Pkw (Kfz 2)* – the little Stoewer car fitted for radio; 35512 BM-13-16N Multiple Launch Rocket System – a *Katyusha* on the Studebaker chassis; 35581 Matilda Mark IV British Infantry Tank – the later Mark IV version as supplied to the Soviet Union by Britain under the Lend-Lease programme. There isn't a release date for this one, but it's eagerly awaited.

Sd.Kfz.222
German Light Armored Vehicle
1:48
ICM

Matilda Mk.IV
WWII Infantry Tank
scale
1:35
ICM
NEW

TRUMPETER KITS MODELLING ON A MASSIVE SCALE!

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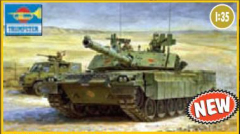
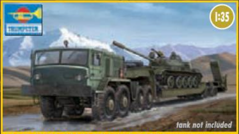


ITALIAN C1 ARIETE MBT w/up armour TM00394 £19.99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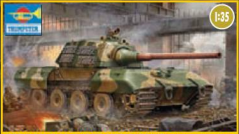
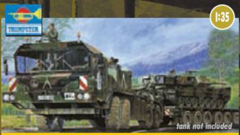
tank not included

MAZ-537G TANK TRANSPORTER TM00211 £59.99



GERMAN E100 SUPER HEAVY TANK TM00384 £26.99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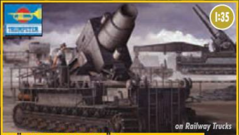
FAUN SLT-56 TANK TRANSPORTER TM00203 £49.95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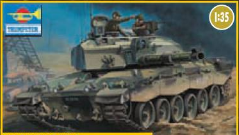
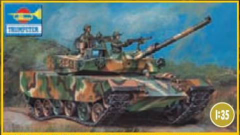
on Railway Trucks

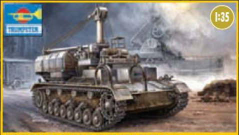
MÖRSER KARL-GERÄT late TM00208 £79.95



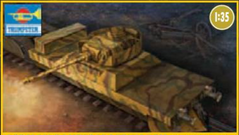
CHALLENGER 2 TM00308 £11.95



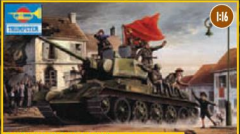
KOREAN TYPE 88K1 TANK TM00343 £12.99



PZKPFW IV AUSF D/E FAHRGESTELL TM00362 £34.99



GERMAN PANZERJAGERWAGEN TM00368 £22.99



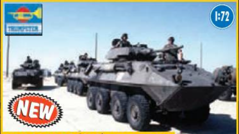
T-34/76 MODEL 1943 TM00903 £89.95

T-34/76 MODEL 1942 TM07206 £6.99

Challenger II MBT
1:72

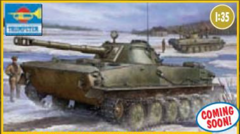
CHALLENGER 2 TM07214 £6.99

JAGDPANTHER (MID TYPE) TM07241 £6.99



USMC LAV-25 (8X8) TM07268 £6.99

STURMTIGER ASSAULT MORTAR late TM07274 £6.99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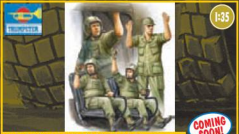
COMING SOON!

PT-76 LIGHT AMPHIBIOUS TANK TM00380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COMING SOON!

CH-47D CREW IN VIETNAM TM00417

1:72
COMING SOON!

SDKFZ 182 KING TIGER w/Henschel turret TM07201

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A new set of plastic figures for 1:35 scale is a very unusual yet charming subject of a *Luftwaffe* Officers' Party 1939-1940 with six figures to the box – two *Luftwaffe* officers and four civilian figures – presumably mainly female as their dancing partners, as this is a party in the true sense – dancing and all that! Now that one should be interesting and I hope they include the grand piano and pianist seen in the catalogue's conceptual drawings for the kit.

There's one new 1:72 scale military vehicle kit for this year - 72461 Krupp *L2H143 Kfz 69* with a *3.7cm PaK 36* antitank gun.

Airfix

Hornby Hobbies Ltd., Margate, Kent CT9 4JX. Tel: 01843 233525.
customer@hornby.com
www.airfix.com

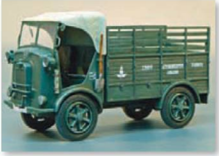
Airfix, now firmly fixed under Hornby's wing, continues with the old and original 1:76 scale range of military vehicles, plus the two modifications announced in 2006 of the Sherman with new parts to become the 'Crab' and the Churchill to become the 'Crocodile'.

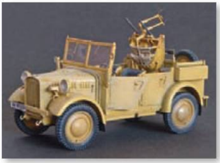
Amongst the new additions to the 1:76 scale series Airfix appear to have obtained the moulds of the former JB Models range and renumbered them into the Airfix system for 2008 release. These are: AO2322 LWB Land Rover (Soft Top) and Trailer; AO2323 US M113 ACAV – with turret and 76mm gun; AO2324 LWB Land Rover (Hard Top) and Trailer; AO2325 Saladin Mark 2 Armoured Car; AO2326 Bedford MK 4-tonne truck; AO2327 US M113 Fire Support Version; AO2328 Saracen APC Marks 1/2/3; AO2329 Bedford MK Tactical Aircraft Refueller; AO2330 Vickers Mark VI Light Tank; AO2331 Land Rover 1-tonne FC Truck with GS Body; AO2332 British M119 105mm Light Field Gun; AO2333 Land Rover 1-tonne FC Ambulance; AO2334 Sherman 'Calliope'; AO2335 Matilda Hedgehog; AO4301 Churchill Bridge Layer SBG (30-foot Small Box Girder bridge).

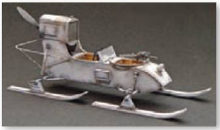
Airfix's 1:76 scale range of vehicle sets and figures are available with re-releases whereas the 1:32 scale original Multipose figures have been arranged into the 'Science Museum Figures Box' range along with paint and a base plus 'other materials'. These are: A50051 WWII British Infantry; A50052 WWII British 8th Army; A50053 WWII Germany Infantry; A50054 WWII US Infantry.

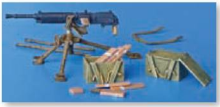
AIRFIX
CHURCHILL BRIDGE LAYER

AIRFIX
VICKERS LIGHT TANK Mk.VI, a/b/c









Plus Model

Plus Model Ltd., Jižní 56 370 10 ČCeské Budejovice Czech Republic
plusmodel@plusmodel.cz
http://www.plusmodel.cz

Plus Model from the Czech Republic announced eight new releases into their accessories range for 2008 including six complete cast resin vehicle kits (258, 276, 280, 290, 294 & 295) for 1:35 scale amongst the diorama accessories. Plus Model's list for 2008 is: 196 Factory Gates – a ruined retaining wall and double gates; 222 Fridges; 258 Italian SPA L39 Light Truck; 263 Wooden Toiler – the outside variety! 264 Street Clock; 276 Morris CDSW Light Breakdown Truck; 280 German Stoewer Light AA Car (Kfz 4); 290 Soviet Aero Sleigh RF-8, the 'Aerosan'; 291 Organ Grinder – complete with monkey and little girl on a scooter; 292 Refugees – two women, two children and a small cart; 293 Cooker – with modern kitchen appliances – a blender and a microwave; 294 M422 'Mighty Mite'; 295 DKW RT 125; 296 Japanese 7.7mm Heavy Machine Gun Type 92.

Xion Military Scale Models

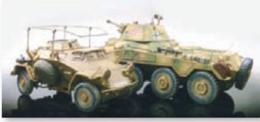
PC Quadrat GmbH, Äussere Bayreuther Str. 57, 90409 Nürnberg, Germany.
Tel: + 49 911 995 14-0 Fax: + 49 911 995 14-66
www.xion.de kontakt@xion.de

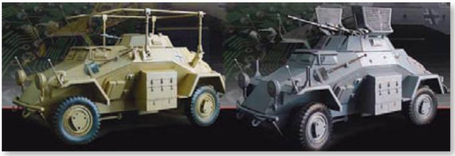
Xion is a range of 1:16 scale Second World War military vehicles and figures designed for radio control. These vehicles have a metal chassis, resin bodies, all wheel drive and steering for the wheeled vehicles, rubber tyres and photo-etched parts. Xion have announced the following for 2008 - *SdKfz 234/1* with *FlaK 38; SdKfz 234/2* Puma; Horch 1a Heavy Field Car; Horch 1a with *3cm FlaK 38; 2cm FlaK 38* with Ammunition Boxes; *2cm FlaK 38* on *SdAh 51; SdAh 51* Trailer for 2cm antiaircraft gun; *SdAh 51* with Ammunition Transport Case; *PaK 35/36* Antitank Gun with Ammunition Boxes; Ammunition Boxes for *2cm FlaK 38*; Ammunition Boxes for *3.7cm PaK 35/36*; Officer Figure for Puma Armoured Car; Seated Driver for the Horch Heavy Field Car; Wooden Crates with *DAK* Palm Tree motif; Wooden Crates with Eagle motif – these wooden crates are actually made from natural wood.

Academy

Academy Plastic Model Co., Ltd., 273-64 Suyu-dong, Kangbuk-gu, Seoul, Korea.
Tel: 82-2-908-7000. Fax: 82-2-997-3003.
academy@academy.co.kr
http://academymodel.co.kr

In addition to their 1:35 scale M7 Priest HMC released in January, Academy announced an M551 Sheridan 'Gulf War' (13208), M4A3 Sherman with 105mm Howitzer and M1 Dozer Blade (13207) and M113A3 'Iraq 2003' (13241) kits. On their stand at Nuremberg





they displayed an assembled 1:35 scale M3 Grant Medium Tank (13212) – that was, as everyone feared, simply their M3 Lee with a replacement turret and the original uncorrected suspension and hull - a new hat on an old and faulty head!

There were new announcements for additions to Academy's 1:72 scale range – 13409 Ground Vehicle Set 7 featuring the M26 Dragon Wagon and Set 8 with the US M35 Cargo Truck. Good news for those into 'Braille Scale'.

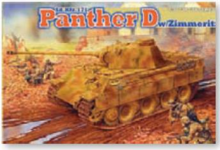
Dragon Models Ltd

Dragon Models Ltd., Kong Nam Industrial Building, 10/F, B1, 603-609 Castle Peak Road, Tsuen Wan, New Territories, Hong Kong.
Tel: 2493 0215. Fax: 2411 0587.
info@dragon-models.com
www.dragon-models.com

Dragon, like other larger manufacturers, like to keep their secrets and give their forthcoming releases, with exceptions, only a month or two ahead. They showed one or two samples of kits on release or just about to be released that included the *SdKfz 251/2 Ausf D* in 1:72 scale with 28cm rockets and photo-etched brass 'crates'. A 1:35 scale Panther *Ausf D* with *zimmerit* kit.

Sd.Kfz.251/2 Ausf.D
mit 28cm Rocket and Steel Frame Crates
1:72
DRAGON

A forthcoming 1:6 scale New Action Figure set is 70620 depicting the six USMC 'flag raisers' hauling up the 'Stars and Stripes' on Mount Suribachi on Iwa Jima in 1945, and based on the famous Rosenthal photograph – perhaps one of the most famous photos taken during the Second World War. Dragon's announcements for February and March 2008 release were: 6373 1:35 scale *Fallschirmjäger w/Kurze 8cm Granatwerfer 42*; 6428 1:35 scale Panther *Ausf D* with *zimmerit*; 6315 1:35 scale *PzKpfw IV Ausf F1 (F)*; 6377 1:35 scale US 10th Mountain Division Italy 1945; 6456 1:35 scale German Officers at Kursk 1943; 3203 1:32 scale Messerschmitt Bf 110C-7; 7348 1:72 scale *SdKfz 251/2 Ausf D* with 28cm Rockets and steel frame crates represented by photo-etched brass parts; 1021 1:350 scale Gleaves Class Destroyer USS *Buchanan* DD-484 1942.



ABER

PPH 'ABER', ul. Fliegera 8/15,
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Tel: + 48 32 203-24-05.
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contact@aber.net.pl
www.aber.net.pl

Waclaw Peszko had some new releases for the first half of 2008 and news of future projects. He showed me the turned aluminium barrel and the cast muzzle brake he'd had made for Tamiya's new JS-2 kit. Muzzle brake and barrel are threaded allowing the former to screw onto the barrel in true prototype manner. Announced at the show were the following photo-etched brass and turned aluminium accessories ABER do so well - 35 219 1:35 scale JS-2 Soviet Heavy Tank Vol.1 Basic Set for Tamiya model; 35 220 1:35 scale JS-2 Soviet Heavy Tank Vol.2 Fenders for Tamiya model; 35 L-63 1:35 scale Set of two barrels for MG34s (*mit panzer mantel*) in German tanks; 48 021 1:48 scale Vol.5 Side Mesh Screens (*Thoma Schild*) for *PzKpfw IV Ausf J*; 48 037 1:48 scale *PzKpfw III Ausf N* (Tamiya); 48 L-01 1:48 scale US 76.2mm M7 Gun Barrel for M10 Tank Destroyer (Tamiya); 72 L-30 British 40mm 2pdr Tank Gun Barrel and 7.92 Besa MG barrel for Matilda II; 25 006 1:25 scale Tiger I Grilles; 24005 1:24 Air Conditioning Dashboard Outlets for all cars; 24006 1:24 scale Hood Securing Pins for all cars; 24007 1:24 Different knob faces for car dashboards.

Master Box

Master Box Ltd., p.b. 4729 Dnepropetrovsk, 49094 Ukraine. mb_ltd@ukr.net
www.mbltd.info

Master Box are to continue with their successful injection moulded plastic 1:35 scale figure sets, which are really very good, and will add more accessories and kits, witnessed by the first assembled test press of a German BMW R75 motorcycle combination with machine gun on display. The standard of moulding on this model was excellent and the range will be expanded with further subjects that are currently under review. (At the time of going to press I found that The Master Box Website was currently 'unavailable'.)

ADALBERTUS

Adalbertus

Adalbertus, Wojciech Buthak, ul. Iberyjska 7/49, 02-764 Warsaw, Poland.
Tel: + 48 602 225 363. Fax: + 48 (22) 409 19 71.
adalbertus@adalbertus.com.pl
www.adalbertus.com.pl

The Polish figure manufacturer having just released a 120mm resin figure kit of a female courier of the Polish Home Army 1944 (120-02) had on display a bust of exiled Polish cavalry officer Casimir Pulaski who fought in the War of American Independence and saw action at Savanah against the British in 1779. Wojciech Buthak says he has more figure kits to come later in the year … subjects to be confirmed, but look out for 1:35 scale Polish AFV crew and a 120mm British Second World War subject that will be announced later.

Andrea Miniatures

Andrea Miniatures, S.L., Los Talleras, 21-Pol. Ind., de Alpedrete 28430 Alpedrete, Madrid, Spain. sales@andrea-miniatures.com www.andrea-miniatures.com

In addition to their proposed list of regular monthly releases into their ranges of white metal figure kits, accessories and books, we cover in our "Atten-shun!" column when they are made available to us, Andrea displayed 23 assembled and painted 54mm white metal figures to make up the US 7th Cavalry and Indians (Native Americans) representing Custer's 'last stand' at the Little Big Horn. These are classed as 'toy soldiers' under the series title 'Black Hawk'. The standard of painting and finish is far advanced to anything that could be classed as 'toy soldiers' and these fall more into the connoisseur bracket with a far more than adequate finish.

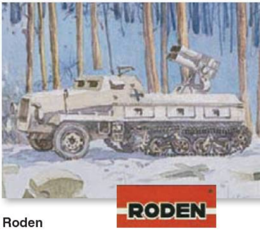
Pocketbond Ltd

Pocketbond, PO Box 80, Welwyn, Herts AL6 0ND. Tel: 01707 391509. Fax: 01707 327466. info@pocketbond.co.uk

Long established British importer Pocketbond had their booth at its usual site in Hall 7 and displayed much of the ranges they import from around the world, including some of their own brands that include the Emhar 1:72 and 1:35 scale vehicle, 1:72 scale aircraft and 1:72 scale and 1:35 scale figure ranges. Announced for 2008 are: the long awaited 1:24 scale injection moulded plastic kits of British Bedford 'O' Type Lorries – Long Wheelbase Dropside and Short Wheelbase tipper. Plenty of conversion possibilities there!

EM7210 1:72 Scale Crested Knights with Interchangeable parts; EM7213 1:72 Scale Prussian Infantry Franco Prussian War 1870-71; EM7214 1:72 Scale British Infantry Peninsular War 1807-14; EM7215 1:72 Scale Spanish Infantry Peninsular War 1807-14; EM7216 1:72 Scale French Infantry Peninsular War 1807-14; EM7218 1:72 Scale Viking Oarsmen 9th-10th Centuries; EM9001 1:72 Scale Gokstad 9th Century Viking Ship kit; EM3509 1:35 scale American WWI Infantry; EM3206 1:32 scale Saxon Warriors; EM4006 1:35 scale French WWI Schneider Tank still in there!

Pocketbond import the IMEX range from the United States into the UK and the following are listed for 2008 - IM524 1:72 scale Pancho Villa & Baderos; IM525 1:72 scale British Cavalry & Artillery at Waterloo; IM526 1:72 scale French Cavalry & Artillery at Waterloo.



RODEN

Roden

RODEN Ltd., Tool Making Plant, 7a Nevska Str., of 35, Kiev 03062, Ukraine. Tel/Fax: 00 38-044 483-10-69. roden@rodenplant.com http://www.rodenplant.com

Roden produce some excellent aircraft kits in 1:72, 1:48 and 1:32 scales, the latter making ideal subjects for dioramas with figures and they have had a booth at Nuremberg displaying their new aircraft kits. They also have a fine range of 1:72 scale injection moulded plastic AFV kits and there are some new ones announced for 2008 - 712 *SdKfz 4/1* armoured half track with 15cm rocket launcher; 713 Open Blitz 4 x 4 'Allrad'; 714 *SdKfz 4/1* armoured half track with 8cm rocket launcher; 716 *SdKfz 232* with *5cm PaK 38*; 718 *SdKfz 234/3* with *5cm PaK 38*. (Pocketbond import the Roden range into the UK.)

On Parade

Book and videos reviewed

● **Books and videos for review should be sent to:**
The Editor 'On Parade'
Military Modelling
PO Box 6017
Leighton Buzzard
LU7 2FA

The New Breed
Part 1 North Africa,
Dennis Oliver and Michael Starmer. The Factory Publishing, 135 Kaloona Avenue, Mount Keira, NSW 2500, Australia
www.thefactorypublishing.com
ISBN 978-0-9804631-0-1. Price AU$30.75

First in a new 'Colour and Markings' series from a new Australian publisher, this book on Shermans and Priests in British service in North Africa is a collaboration between Australian Dennis Oliver whose previous books have included *Codename SWALLOW* and two from Concord including one on *British Sherman Tanks* and Britain's Mike Starmer who has produced his own series on British vehicle colours and whose article on 'Middle East Sherman Colours' was in the *Military Modelling* 'Collector's Edition 3' (Vol.38 No.3).

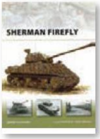
As the Introduction to 'The New Breed' states, this means that the authors have covered the area before, though this book does deal with the chosen subject in more detail and more widely. The account begins with the background to the shipment of Shermans and Priests to 8th Army, and then describes the markings, colour schemes and organization of British armoured units serving in North Africa when they arrived in late 1942. It then covers each Armoured Brigade and their component Regiments concentrating on the different camouflage schemes and markings they used. While there were official systems laid down for both there were also wide variations, how each unit appeared could be different and matters were further complicated when the action moved from the desert proper into Tunisia with 8th Army tanks being repainted to match the changing terrain while units from 1st Army already in the country were re-equipped with new Shermans. Based on various sources and photos these are described allowing them to be seen in detail.

The text is well illustrated with around 30 period black and white photos mostly from IWM archives and 12 pages of specially painted colour plates by Dennis Oliver. These each cover three or more vehicles with side and/or front views plus scrap views with markings enlarged as appropriate. Reproductions of the standard camouflage patterns for Shermans for October 1942 and Shermans and Priests from April 1943 are also included.

With so much to cover the amount of information on each unit is sometimes brief. Unfortunately no list of sources or bibliography is included so it is not easy for anyone wishing to look in more detail or research further to follow up on what is provided. There is also a couple of facts which are open to dispute, such as Priests in North Africa having welded lower hulls - though the colour plates all show them riveted - and the figures for diesel-powered Shermans at Alamein appear low.

Modellers will find this a very useful guide to depicting Shermans and Priests in any scale. My copy was kindly passed on to me by Mike Starmer and at the time of writing I have not been able to locate a UK stockist for the book, but the publishers offer mail order via their Website at AU$30.75 plus appropriate postage and packaging.

Peter Brown



Sherman Firefly, New Vanguard 141, David Fletcher, illustrated by Tony Bryan. Osprey Publishing, Midland House, West Way, Botley, Oxford OX2 0PH. ISBN 1-84603-277-6 Price £9.99

The American Sherman had become the most widely used tank in British service as the Second World War moved into its latter stages, and while it had been a battle-winner when it came into service in late 1942 it was now outclassed by the heavier German tanks of the period. This was especially true in terms of its main gun as the original 75mm was unable to defeat the tanks ranged against it. To improve the situation, British designers modified the existing and effective 17 pounder anti-tank gun to fit the Sherman with the resulting vehicle being the best-armed tank in British service as well as the Commonwealth and other nations, which were supplied by the British, and probably the most effective Sherman to see service during the conflict.

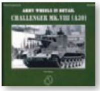
While fitting a different gun sounds to be a simple matter, it was not the case as the 17pdr had to be redesigned to be workable in the confined space of a tank turret and then the tank itself modified to take both it and its longer ammunition. Other changes made necessary as a result of these alterations also had to be incorporated. When all these problems had been solved the tanks themselves had to be converted and issued to the units who would have to use them in action. How all this came about is described in David Fletcher's usual authoritative and readable style from the initial idea right up to the front line. Along the way we get a lot of insights into British tank gun design and use of the time. The whole project went from idea to reality in a short space of time, thanks to the efforts of all involved these tanks were ready for the D Day landings in June 1944 which marked the beginning of the end of the European war.

Many interesting details are also brought to light in the account. One is the unusual use, which gave them their first chance to shoot in anger on the run-in to the D Day beaches. Details of problems in service are covered, sections describe how different Regiments used their tanks and even how one modified them to retain the original five-man crew. Some old myths are also debunked and details are included of how the Firefly almost went into American service along with why in the end it did not are covered.

Text is supported by a good selection of original black and white photos from the Tank Museum's collection, mostly these are from official sources, but some unusual private photos make a welcome change. Colour plates are in the new format, no longer grouped together but spread throughout the book with their captions opposite them which makes them easier to read and use. Plates show Fireflies with a wide range of units in North West Europe and Italy, including the 'concrete buster' role on landing craft, those fitted with rocket launchers, one with additional track armour and one being back-loaded for repair on a Scammell.

In total this is a good overall account of the Firefly story. Osprey books are widely available from bookshops as well as online direct from www.ospreypublishing.com

Peter Brown



Army Wheels in Detail AW04 Challenger Mark VIII (A30), Petr Brojo. Capricorn Publications, Zeniskova 2124/8, 149 00 Prague 4, Czech Republic ISBN 978-80-903945-2-0. UK price around £9.99. (€12.90 plus postage and packaging at www.skpmodel.eu)

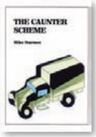
Another welcome addition to the small, but growing number of books on British AFVs, this covers the original Challenger A30 based on a lengthened Cromwell chassis mounting a 17pdr gun. Although it had been planned for some time, it did not enter production until 1944 and only served in limited numbers in the last few months of the Second World War in Europe.

Coverage is mainly visual, with 35 period black and white photos which concentrate on the tank in Czech service including some large clear views and a lesser number of British vehicles and a few in Polish hands. These are followed by a selection of original documents such as Plate Thickness, Transport and Stowage Diagrams and line drawings from the Service Instruction Book and Illustrated Parts List showing the A30 in detail, interspersed with colour close-up photos of the surviving vehicle on display at Overloon. Some idea of the depth they go into can be measured by the inclusion of no less than seven drawings of different types of vehicle lights. Most of the coverage is of the outside of the vehicle, though there are photos of the engine in place alongside manual extracts showing engine and radiators as well as others showing the interior of the turret. Completing the survey are three-view colour paintings depicting colours and markings for four Czech tanks, one British and one Polish plus side, front and rear drawings in 1:48 scale and a reproduction of an original sectional view.

Captions are dual Czech and English, they point out useful details including the fact that the display tank does not have the correct type of track. A brief history of the tank is also in both languages, it has suffered in translation but is worth the effort taken to understand it. The illustrations are what the book is all about and a wealth of detail is included here, all aimed directly at the modeller.

My copy came via Ian Hanratty of Friendship Models, but the book can be obtained from mail order booksellers including Aviation Book Centre who advertise in this magazine, or from SKP who have announced they will be producing a 1:35 scale injection moulded kit of the A30 Challenger later this year.

Peter Brown



The Caunter Scheme, Mike Starmer. Published by and available from the author, 18 Hillside Road, Piddington, Northants, NN7 2DB Price including postage within the UK is £12. Overseas £13

For those who are not familiar with the name, 'Caunter Scheme' it is the term used by modellers to describe the three-colour straight-edged camouflage applied to British vehicles in the Middle East in 1940 and 1941. Although never officially referred to by this name it is so called after a Colonel Caunter who is credited with devising it.

Mike Starmer has been researching British vehicle colours for many years; the series of books he has published has been quoted as reference in articles and reviewed in ***Mil Mod***. Like all serious researchers he is always seeking new material, which results in revisions to include new information that comes to light.

This is the case with this book. I have in my collection both the plain-cover 1999 'first edition' and the 2005 revision of the 2004 edition. Comparing these, the size has increased steadily, page count of this new edition is 26 including pages with illustrations which are not numbered. Looking closely at the most recent versions, there are revisions throughout apart from the section reproducing the original Military Training Pamphlet No 10 - albeit with the text re-typed and the original drawings tidied up - which included the colours to be used and drawings showing the patterns on typical vehicles. As this is original source material the lack of change is understandable.

Over the years this scheme has been widely misinterpreted by modellers, vehicle restorers and museums as to when it was used and how it appeared. The most obvious of misinterpretations is the colours used, for many years these were taken to be a yellowish sand shade on the lower portions with a band of pale blue topped off with grey. This appears to be down to using period colour photos where the materials used at the time renders the middle band as far more blue than it was, and an assumption that the paint used was from aircraft stocks. This is not true and the correct shades are given here, even down to stating that 'Silver Grey' is what most people would see and call a shade of green!

The book also provides details of how the scheme was applied. There were bound to be variations as the vehicles were painted or re-painted by hand, often by unskilled or even unwilling soldiers. What the book does provide is the original patterns and colours which modellers, vehicle owners and museums can use as the basis for accurate schemes.

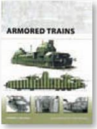
As well as adding extra detail in various sections, there is a whole new chapter on the variation used by 3RTR and 5RTR which used two colours, including new drawings of it on A10 tanks deployed to Greece. Sample colour chips are also provided for six of the paints used, these being two shades of 'stone', the basic G3 shade applied to British vehicles in the factory in the early-war years and three different additional colours used in different areas.

All is neatly laid out here and the author publishes his own work using fairly low-tech methods. The result is a series of spiral-bound pages, the quality is steadily improving as the cover is now laminated but anyone looking for glossy paper and pretty binding will not find it here. It is a book for the serious enthusiast to keep near their working area, not a work for the coffee table.

As mentioned, the book is self-published; it can be bought from Bull Models at shows, White Ensign Models or Aviation and Military Books either at shows and mail order. Copies can also be had direct from the author at 18 Hillside Road, Piddington, Northants NN7 2DB Price including postage within the UK is £12 with overseas orders at £13. Cheques or postal orders should made out to M.W. Starmer. If in doubt, write with an SAE or IRC first or email on michael_starmer@hotmail.com

Other books in this series - *Desert Colours: Alamein and After 1942-43, Middle East Colours: Sicily and Italy 1943-45* and *British Army Colours and Disruptive Camouflage in the United Kingdom, France and N.W.Europe, 1936-1945* - are still available at the same prices if you do not already have them

Peter Brown



Armored Trains, New Vanguard 140, Steven J Zaloga, illustrated by Tony Bryan. Osprey. Osprey Publishing, Midland House, West Way, Botley, Oxford OX2 0PH. ISBN 1-84603-242-3 Price £9.99

Armoured trains had a long and chequered history going back to the mid 19th century stretching to the end of the 20th. They were first used seriously in the American Civil War in the 1860s and in some of the British Colonial conflicts at the end of Victoria's reign but their main use was in Central Europe, Russia and the Far East.

Several were built during the Great War for the Austro-Hungarian forces and a few by the Germans, but it was to be the Russians who made the greatest use of them both during the World War and the Civil War, which followed. One train had a very chequered history and after passing between several owners ended up in China! More trains of Russian design were built there while others were produced in Poland. During the Second World War the Russians were again major users with a few operated by the Germans often using captured Polish and Russian equipment. Smaller numbers were used in the Balkans on anti-partisan operations.

Throughout their use there have been some unusual designs. Trains ranged in size from a mix of several gun, control and troop carrying carriages with a central locomotive to self-contained rail cruisers which were almost tanks on rails including in many cases turrets taken from existing tank designs. Some armoured cars were adapted to run on rails while there were other designs using special carriages to allow tanks to use railway tracks. Tactics also varied, reaching a high point in the 1920s with armoured trains operating alongside infantry and cavalry transported by rail. With increasing use of aircraft against ground targets, trains were adapted to carry their own protection and special antiaircraft trains were also developed.

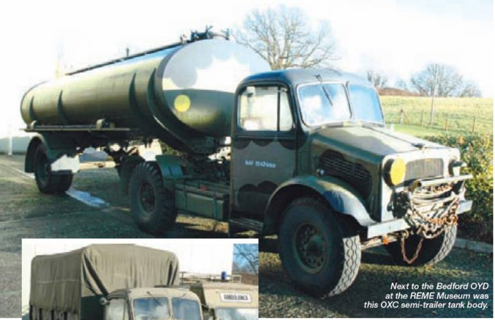
All these different designs are covered here in Steve Zaloga's usual authoritative yet readable style. Note that the book is what it says and covers armoured trains, not very heavy rail mounted guns or the use of standard railway items for military purposes. Apart from the new-style cover design a feature of this book different from earlier New Vanguard titles is the splitting up the colour plates throughout the book and not grouped in the centre. This allows the captions to be printed alongside them, saving the need to flip backwards and forwards through the pages. The plates show various designs in different scales, while the rail cruisers are usually to a large scale the full trains are in much smaller sizes and even then have to leave out some items of rolling stock to fit them onto the page. As usual a good selection of photos appear throughout the book.

While armoured trains may appear to be outside the usual range of military subjects they include some amazing machines. Some look like the sort of thing an action hero would leap on and off in some adventure movie while others look like huge, lumbering old-fashioned monsters.

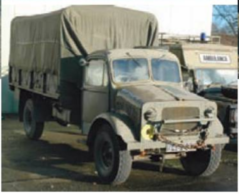
As model subjects there are a few kits in larger scales mostly depicting German Second World War items, but there are any number of suitable conventional locomotives and rolling stock which could be adapted in the usual railway scales and the larger kits could be cannibalized for parts for other countries. A Soviet three-turret rail cruiser or even a Polish-manned British armoured train would be an unusual alternative to a T-34 or a Crusader.

Osprey books are widely available from bookshops as well as online direct from www.ospreypublishing.com

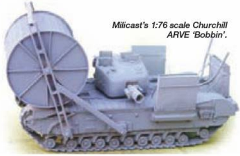
Peter Brown



Next to the Bedford OYD at the REME Museum was this OXC semi-trailer tank body.



Bedford OYD with non-standard towing hitch on its front axle as seen outside of the REME Museum at Arborfield in Berkshire.



Milicast's 1:76 scale Churchill ARVE 'Bobbin'.

Small Scale Scene

● **E-mail:** robin@rbuckland.freeserve.co.uk ● **Website:** www. rbuckland.freeserve.co.uk

A monthly column for military vehicle modellers compiled by ROBIN BUCKLAND

It is always good to find something a little bit unexpected. Though I don't have to drive past it on a regular basis, very close to my home is the REME Museum at Arborfield in Berkshire. Driving by recently, however, resulted in me going back the following day with my camera once more. Not so much the museum itself in this case, but some vehicles parked outside which are not normally there. Two Bedford 3-tonners were there, one of which had an extra tow shackle fitted to the front axle! I have never seen his before, and have no idea how original it is, but it reinforces the old saying of, 'never say never'. It may not have been factory fitted, but ingenuity in workshops will produce all sorts. Alongside was another Bedford, but this time a tractor unit with a fuel tank trailer hitched up to it. Again, the chance to take detailed pictures was not to be missed!

Milicast

Milicast have followed on nicely from their LCI(L) that was featured in Issue 2 this year, where we went back to the topic of the Normandy landings, with a 1:76 scale Churchill AVRE, complete with bobbin carpet layer and wading trunking. The main hull is cast in one piece, as per their battlefield series, which leaves a little flash to be removed from between the road wheels at either end of the track run, but most of the centre run with solid resin between them at the back which would be awkward to remove. I left it there and it really doesn't show as it is hidden in shadow anyway. The smaller detail parts to be fitted to the hull are the hull machine gun, tow shackle, rear smoke fittings and the sliding hatch above the bow gunner's position, where he could reload the Petard mortar in the turret, which was done 'in the open' rather than under the cover of the turret armour. The other hull fittings provided are the wading trunking stacks, one for each side and one for the rear, plus the exhaust pipe extensions. Take care to get the right trunking in the right places, as the rear one is slightly different from the sides, but not too much different in width.

As for the turret, this is cast with the open turret hatches cast in place. Just the Petard and the co-axial machine gun need to be fitted. This is quite a quick assembly job, apart from the time taken to carefully remove the moulding plug that is along the bottom of each track run that need care in their removal so you don't damage the track. For the bobbin itself, there is a choice of three variants you can buy for the kit. The one I have is the more common type, with the Hessian matting with reinforcing rods. Alternatives are the less common slatted matting or you can get one with an empty bobbin. The empty bobbin is available separately, which is a good diorama feature, as once the carpet was laid the bobbin was discarded to allow the AVRE to operate in its main role. The bobbin itself is a single cast piece, and the supports are two arms on either side, plus a crossbeam. These are fitted to the bobbin and the hull with six resin 'pins', which fit cleanly in place. As I say, assembly is fairly quick, but the end result looks great. I have long had an interest in the 'Funnies' of the 79th Armoured Division, and this is a really excellent addition to any collection. Milicast are at 9 Rannoch Street, Battlefield, Glasgow, Scotland G44 4DT.

Eduard

Now, how good are your eyesight and your dexterity? If you want to use all of the next items, you'll need to be good with both. Amongst the most recent releases in 1:72 scale from Eduard and their beautiful range of etched metal accessories are two sets for the 1:72 scale Stryker that Trumpeter have recently released.

Set one (ref 22 127) has all the details, grilles, racks, etc., for the basic Stryker. Especially useful, and set into the sides of the fret, are various sizes of round and hexagonal holes to help you make bolt and rivet heads. Warm up a piece of sprue, press it into place, then when cool, and slice off a rivet/bolt head ready for use. It's a very useful asset to keep in your spares box! A fully illustrated set of instructions shows you what to do to use all these tiny parts, held on two steel frets.

Set 2 (re 22 129) has the standoff slatted armour for the Stryker. Again, there is a lot to add here, with parts spread once more over two large metal frets. One comment is that you use as much or as little of each set as suits you. Some parts replace the moulded on bits of the kit itself, which you might choose to leave in place, but many others are new. The end result can be a very highly detailed 1:72 scale model of the Stryker, and these extra armour panels are an ideal subject to be done in etched metal. I don't think assembly will be quick, but the end result has the potential of a showstopper, I think. Check out Eduard's Website at www.eduard.cz where you can find details of all their products and you can order them direct. Naturally there are a number of stockists here in the UK and elsewhere worldwide. My thanks to Eduard for these examples.

CMSC

CMSC have added another modern 1:72 scale British subject to their range - the Leyland DAF 4-ton GS truck. For those of you who have tried the CMSC range before, you will know what to expect in the mixed media kit of resin and metal parts. If you haven't tried them, then expect to find a mixture of very well detailed, cleanly cast resin parts for the main items, and white metal used for the wheels and detail fittings. A set of assembly notes and an exploded assembly diagram are included to guide you through the assembly

CMSC's 1:72 scale Leyland-DAF 4-ton truck.

SgtsMess 1:72 scale M3 half-track fitted out with a 105mm gun as a T19 HMC.

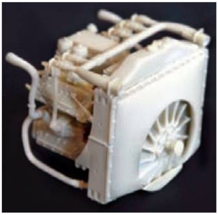
SgtsMess 1:72 scale half-track – the M3 75mm GMC.

sequence. The chassis itself is resin, along with the main cab and GS body parts. The details of the axles, drive train and springs are metal. Use super glue for assembly and you will find everything goes together neatly. The resin cab is just delightful and detail fittings like the windscreen wipers and the side mirrors are all provided. All you need to do is paint the interior of the cab and arrange some glazing before you fit these final small elements (the stage I was at when mine was photographed). There is a full tilt provided for the rear body, but you get to choose if you want to fit it or not.

As one of the most common British Army vehicles, the 4-ton truck is a regular sight on British roads and this is a really excellent model of it. These days we have options for finishing, either with plain green, green and black camouflage, or the sand finish we know from the Gulf. CMSC kits are available direct from 36 Gray Gardens, Romford, Essex, RM13 7NH, or if you want to order via the Internet, then only through PDI Model Supplies, 26 Treborough, North Furzton, Milton Keynes, Bucks MK4 1LR. By phone or Fax: 01908 505988 or by e-mail: PSmith6328@aol.com

MMS

MMS have released a new kit in their Classic range of 1:76 scale metal models for the 'PaK Tractor T-60(r)'. In the early stages of the Second World War the Russian army fielded large number of tanks, many of them obsolete at the beginning of the War, and the little T-60 light tank was a case in point, being both under-armed and under-armoured. The Germans captured a good number of these light tanks and converted them to prime movers for PaK or artillery units, or as armoured munitions carriers by simply removing the turrets. So what we have is a model conversion from the gun tank that simulates exactly what happened in real life.


Resicast's 1:35 scale Chrysler A-57 Multibank engine for the Sherman M4A4 comes with additional parts for the engine compartment.

As we have come to expect from MMS, the metal parts are very cleanly cast, and crisply detailed. There is just a minimum of clean up required, on the casting feed points, and you need to drill out (a hand twist drill is ideal) to fit details like the tow hook, lights, etc. A seated crew figure is also included, and he can sit on the edge of the open turret ring, which helps hide the empty interior and the one thing that you really do need to add, because no turret leaves the open ring and there is no bottom to the hull. It's easy to do, but cut and fit a panel of plastic card to the underside of the hull, just t close it off. A very simple model to assemble really, and perhaps a good one to try if you still haven't had a go at small scale metal armour models, and have wondered how you'll get on with them. I still like to use low melt solder for assembly, but this one is small enough that super glue should be all you will need. MMS are at PO Box 626, Folkestone, Kent CT20 9AF.

Sgts Mess

Sgts Mess is the new producer I featured for the first time a couple of months ago and this issue I'll look at a couple of 1:72 scale M3 half track variants that are included in their range. One carries the US 105 mm artillery piece (the T19 HMC), and the other a shielded 75mm (the M3 75mm GMC). Primarily intended as wargamers' models, assembly is strong and straightforward. There is no detailed chassis, but that can't be seen and isn't really needed for the wargamers table anyway. The same basic hull and running gear are used for both models, but the guns and interior fittings are where you find the differences. A small exploded assembly diagram shows where the parts go, and they both go together well. The 75 mm gun has a two-part shield that you need to dry-fit in place to check exactly how it goes in place, but it does fit well. Once assembled you do need to give metal models a coat of primer, and I use a grey undercoat. That's another couple of small-scale M3 variants in model form, which should be popular amongst WW2 period gamers who use 20mm figures. It will be interesting to see how this range of vehicles progresses. Sgts Mess can be found at The Granary, Burley Lane, Ashe, Basingstoke, Hants RG25 3AG, and they have a Website at www.sgtsmess.co.uk Tel: 01256 770025.

Resicast

Resicast introduced an interesting 1:35 scale accessory amongst their recent releases designed primarily for the new Tasca 1:35 scale Sherman Firefly kits, the Chrysler A-57 Multibank engine and engine compartment detail. The original was no less than five truck engines mounted together as a single power unit adapted for the M4A4 with its lengthened hull, while other purpose built tank engines were being produced for it. I'm no engineer, but the idea of synchronising five engines together to make one is quite a challenge in itself, but then to fit it into the restricted space of a tank hull is an added problem.

Cast in resin, and with a well-produced, clear assembly instruction booklet, this is a great accessory to have. It seems a shame to hide it inside the tank hull, and thus offers a superb opportunity for a diorama showing an engine change, and the open engine deck of the tank. At first glance it looks quite complex, but the assembly guide takes you through the construction process. With some noted modifications, you can adapt it to fit the Dragon M4A4 Sherman kits as well. I am impressed with the detail that Resicast have gone into with this one, even to using a very flexible resin for one set of pipes that are otherwise awkward to fit into place on the engine. It does say on the packaging that it is not recommended for beginners, and it has over 100 parts, plus etched panels for the engine bay, but I think this is a 'stunner'. Resicast are at 517 Vieux Chemin de Binche, 7000 Mons Belgium. See also their Website at www.resicast.com

Dragon Models Ltd

Naturally I return to Dragon again this issue as they continue to release new 1:72 scale kits at a marvellous rate. After so many years as a modeller, and eagerly awaiting the half dozen or so new releases each year, it is refreshing how Dragon keep up such a rate of new releases in their series of 1:72 models. In fact, it is a rate that is increasingly difficult to keep pace with. One of their ways of doing this is to 'tweak' an existing model with some alternative parts to create a new variant and I've seen one or two comments where people complain about this, and say why weren't the parts all done in the one kit. Well I say well-done Dragon! It might be considered a marketing tool, and a way to add the word 'New' to new releases, but it is also what we modellers have cried for years to see. How many times can I remember hearing, 'well they make abc, why don't they use the chassis and do an xyz?' Well Dragon are doing that and I for one am standing up and applauding as I think it is great. Just think of all the Sherman

Dragon 1:72 scale M3A2 Bradley.

'Dragon Armor' – ready finished 1:72 scale M4A2 76(W) Red Army.

and *SdKfz 251* variants we see coming out. Not long ago that would have little more than in our dreams, but now we have them. Magic!

Two of the recent DML releases are just this, variants on earlier models. The M3A2 Bradley is the same basic Bradley kit seen before, but with a full reactive armour package around the hull and turret and some other detail fittings. The most notable is the vision screen around the commander's position, reminiscent in many ways of the style seen on modern Israeli vehicles. It allows the commander to have the vision and flexibility of his open hatch position, but offers some bullet-proof protection in this exposed position. Dragon has provided an etched brass part to make the screen frame, with clear plastic panels and then additional etched frames to hold them in place. These are very fine, and fitting them without marring the clear plastic is awkward. Mine is OK, but not perfect. Other etched parts include the frames for fitting the reactive armour blocks on the turret and a couple of smaller pieces for the front and rear sections of the side skirts. The only other thing I'll add is be careful of your impression of the photo on the box art. A great photo of the real thing, including the view panels around the commander's position, but the half-size reactive armour fit on the hull front is not as it is in the kit. This has the full width panel, as seen on the Bradley following further back down the street in the photo. All this means is that the 'different' look indicated in the photo is just not exactly what is in the box. A minor point, but it might disappoint some. What we are seeing is the gradual illustration of the Bradley development process in the variety of models as they appear.

Next one up is the AAVR7A, or Assault Amphibian Vehicle, Recovery. I like the big AAVP7 series, and this one is among my favourites to date. The gun turret is not used and just a basic hatch replaces it, along with a roof-mounted crane that fits on the right hand side of the roof. A winch is on the rear hull and a pulley guide is right at the front. You also have the option of fitting the 'Toblerone-like' side armour panels, which was the version I chose. Etched brass parts provide for engine deck screens, the exhaust screen, grab handles and a new side stowage rack. The only thing that the new instructions haven't caught up with yet is the change that Dragon has made to the hull top. In the instructions you are guided to open a hole for fixing the exhaust and removing another moulded-on part. That part is not on the moulding and the hole is already there, as Dragon *has* updated the moulding, but *not* the instructions!

Dragon's AAVR7 recovery vehicle.

The one thing that both the AAVP7 and the Bradley cry out for, which no one has done to my knowledge, is an interior detailing accessory kit. I would have expected one of the resin aftermarket producers to pick up on this, but I'm not aware of any to date. I recall the interior for the Revell Warrior that PDI Model Supplies did so well, and these two could both do well with something similar. If anyone has, or plans to venture down this path, do please let me know.

One of Dragon's ready made Armour models in 1:72 scale is the M4A2(76)W 'Red Army', a Russian marked example of one of their excellent Sherman series. The M4A2 was supplied to Russia under the Lend Lease system, and many of them saw service. This is a ready made and painted model, and where the finish is to a very high standard. Just check out the faint weathering streaks on the hull sides. With the larger 76mm gun and turret, along with the steel cleat track, this is beautifully done. As I said earlier, for collectors and wargamers alike, this can be taken out of the box and used on a gaming table straight away. Again, for newcomers to modelling, these provide excellent templates to show what can be achieved especially when you stop and think that these are mass produced, then even more how others' techniques can assist you in making your own models to this standard, as the basic kit will be coming onto the market for you to do your own. Thanks to Dragon for sending my review samples.

Forces of Valor

The M5A1 Stuart light tank is another in the range of 1:32 scale models aimed at collectors and wargamers, as ready made and painted models from Forces of Valor. The Stuart comes with one or two accessories, such as a bit of damaged wall, but the tank itself it rather neatly done. It has the one commander, who is a complete figure, and in a relaxed and natural pose, and which is quite neatly painted as well I think. The M5 has the Culin 'hedgerow device' on the front; all hatches will open/close while the turret rotates and the wheels/tracks all work as well. Among the accessories is a coil of barbed wire that also works well for stowage. The extra track grousers are fitted around the turret, a common sight on photos of the real thing. Some of the silver weathering on the hull is maybe a tad too much for my liking, but this is something that modeller could tone down a bit. I have always had a liking for the little M5A1 and this one captures the look and feel of the whole thing really well. In the colours and markings for NW Europe, even if the Culin prongs didn't give it away, it looks good. I know that many modellers will prefer to make their own, but this helps you build a collection quicker, helps those whose dexterity and eyesight might prevent them from finishing a model to this standard, or even for youngsters who having had one of these will be encouraged to maybe make a model of their own, then these are only to be applauded and encouraged. I see ready-made models like this as a real draw to bring people into the hobby. Thanks to Unimax Toys who make the Forces of Valor range for my example.

Publications

Issue 42/6 of *Tankette* has appeared, and useful as ever. The cover features a photo of a Scammell Pioneer in New Zealand. Inside, 1:76 scale drawings of the Towed Rapier Fire Unit truck on the Bedford MK/MJ chassis, some notes on the history of the Indian pattern wheeled armoured carrier, a review of the new early *StuG* from Tamiya, 1:35 scale drawings of the Minerva *Modèle 1914* armoured car, notes on the Brazilian use of the Renault FT17 *carros de assalto* and the CV33 *autometrahadoras,* 1:48 scale drawings of the *Tracteur* Caterpillar Schneider CD (unarmoured load carrier on the Schneider tank chassis) and notes on modelling the Centurion Armoured ramp carrier FV4016 in 1:76 scale. *Tankette* comes with being a member of MAFVA, and details are available from Gary Williams, 45 Balmoral Drive, Holmes Chapel, Cheshire CW4 7JQ or e-mail mafvahq@aol.com ■

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CAROL
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Forces of Valor ready assembled and painted 1:32 scale M5A1 Stuart Light Tank.

Atten-Shun!

The Product Review Column

● The Editor welcomes product samples for review. Unless a prior arrangement has been made with the Editor review samples WILL NOT be returned.

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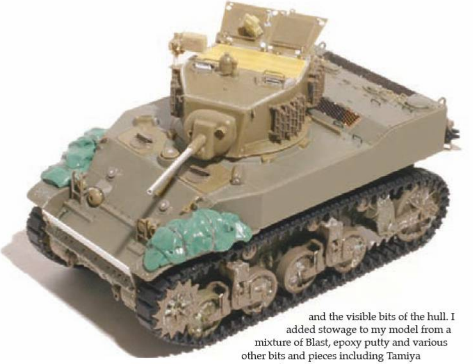


AFV Club

AFV Club's long-awaited (and long delayed) 1:35 scale kit of the US M5A1 Light Tank had finally appeared, and it is every bit as good as their earlier M3A3 Stuart. The kit is a welcome replacement for the old Tamiya M5A1, which had a badly distorted hull shape due to Tamiya's attempt to base both their M3 and M5A1 kits off a common lower hull. The AFV Club M5A1 has surprisingly little in common with the earlier M3A3 beyond the suspension and tracks. They have provided entirely new turret sides and rear since the M5A1 has a later grouser stowage pattern than the M3A3. The hull is all-new, except for some minor bits. The kit includes a nice little PE sheet with the screens for the upper air intakes.

The kit depicts a common, early M5A1 configuration: without the exhaust deflectors, rear stowage bin, or covered machine gun mount. I added the early pattern exhaust deflectors (with the one-piece lower deflector) to my model from some modified Verlinden resin aftermarket bits. The kit comes with a fair amount of interior structure, which suggests that Hobby Fan is probably preparing a resin interior kit for it.

Assembly is similar to recent AFV Club kits, meaning it is not Tamiya-style 'shake-in-the-box' easy. Some of the assemblies are fiddly and the hull requires a fair amount of care to get together due to the numerous separate parts. The fit is generally good, but it is not a 'walk-in-your-sleep' build. The grousers, as those on the M3A3, are extremely fiddly although beautiful when done. They are very tiny, and I sacrificed a few to the voracious carpet monster before I was done. It would help if they provided a few spares of these teeny bits! There are a few aggravating injection pin/mould marks including an odd rectangular set on the hull sides, and visible pin marks on the lower rear hull panel and the interior of both hatches.

There are some oddities in the kit. The suspension is basically the same as the earlier M3A3 though with the proper heavy spring housing of the M5/M5A1 added. The stamped road-wheels do not have any back detail, which I can live with, as they are barely visible on the finished model. Annoyingly, AFV Club provides two types of stamped wheels, but only a half-set of each. This is not a big issue if you have a leftover set from the M3A3 or are planning to build a couple of M5A1s and can swap the partial sets between both kits.

Some tanks (the APG museum vehicle for example) have mixed stamped road-wheels, but this is far from common and will look odd on a model. As on the M3A3, the turret is still missing the trim along the interior of the turret hatches, though it only becomes an issue if you leave the hatches open.

The kit provides a fair amount of interior detail for the turret including a nearly complete gun, minus the stabilizer bits, and the radio. I had a Verlinden interior set in my stash and I used this along with some scratch building to finish up the turret interior and the visible bits of the hull. I added stowage to my model from a mixture of Blast, epoxy putty and various other bits and pieces including Tamiya musette bags.

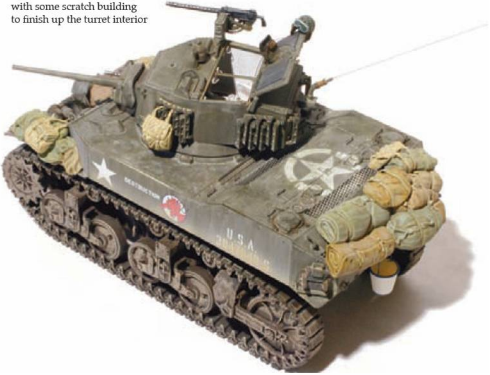
Overall, this is a really nice kit and a welcome relief from the tedium of fixing the ancient Tamiya kit. The breakdown of the kit suggests that AFV Club has left open the possibility of other versions. Maybe we shall see an M5, M8 75mm HMC, or maybe even a late production M5A1? All would be welcome considering the quality of this kit. My full build article on the new AFV Club kit with historical development and lots of photographs is in the next issue – Vol.38 No.5 on sale 18the April.

AFV Club kits are available in the UK from Pocketbond, PO Box 80, Welwyn, Herts AL6 0ND. Tel: 01707 391509. Fax: 01707 327466. info@pocketbond.co.uk

Steve Zaloga

Price £22.99

AFV Club, Hobby Fan Trading Co., Ltd., No.13 Lane, 136 Sec.3 Chung King N.Rd., Taipei, Taiwan, ROC. Tel: (02) 25921750. Fax: (02) 2594 1488.



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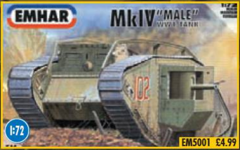
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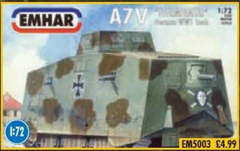
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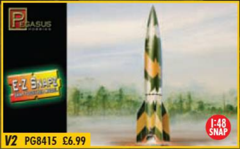
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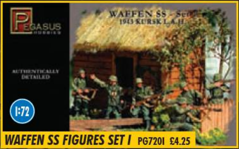
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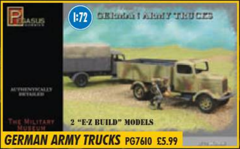
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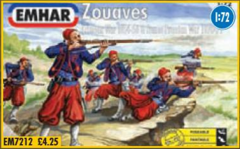
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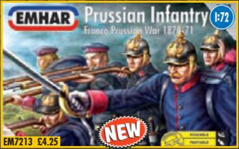
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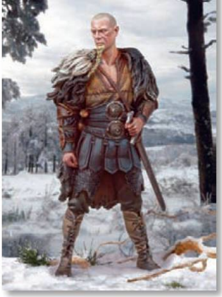
Andrea Miniatures

Andrea Miniatures of Spain have really been busy of late, and seem to have covered all the bases, including yet another fine figure for the fantasy enthusiasts. The majority of the new kits are 54mm, which is the most popular scale. Funnily enough, it wasn't so long ago that 90mm topped the charts with the likes of Ray Lamb and Richard Almond churning out figures every month in this size…and selling like the proverbial hotcakes.

Is it because modellers nowadays live in smaller houses or just a seminal shift of opinion of the most suitable size for painting? Many of the new kits are from around the 19th Century, but there are exceptions, including a Saxon warrior from the 5th century AD and a German soldier, this one *is* 90mm, a Mohawk warrior from the 18th century, and the earlier mentioned fantasy figure from …whenever you like, I suppose!

Let's start with the oldest…the 5th century AD Saxon Warrior (SG-F134). He a pugnacious looking character, but I'm not sure about the close cropped No.1 haircut (a bit too modern for my taste!) However, the clothing looks the part, with the heavy fur cape. There's just three parts to the kit, excluding the base, but that shouldn't put you off as the figure has been well sculpted and the casting is second to none with all parts fitting together very well after a quick run over with a sharp scalpel blade to remove the mould lines. While there's no painting guide included, there are four different colour views of a painted example on the box that are an adequate alternative. SG-F134 retails at £20.50 + £2.95 p&p.

S4-F41 is a Mohawk warrior from 1757 in the act of firing his traded, or stolen musket. The Mohawks were an Iroquoian nation, North Eastern woodland tribe. They were known as an aggressive people, but fought on the side of the British, especially during the War of Independence, and then followed them north into Canada where they reside to this day. There are quite a few very small, fragile parts to the kit, so be careful. Otherwise, it went together easily, but a bit fiddly, and makes up into a very good representation of a famous tribe that should look fine in the cabinet. There's no dedicated painting guide, but there is five colour photos on the box that were fine for me. Otherwise, reference is not hard to come by. S4-F41 retails at £19.15 + £1.95 p&p.



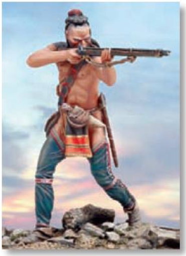
This next kit is close to my heart. Why? Because it is a model of my good friend, and extremely talented leather, metal and uniform designer/maker, Alex Marsh, founder and President of the Regency Club. Many of you will remember him, along with wife Joan who, sadly passed away last year just before the show, always wandering around the halls at Euro Militaire in his various uniforms from times gone by. The kit, S13-F4, represents Alex in the uniform that he made, Yes, even the cuirass, headdress, sword, and jackboots, of a Colonel of the 2nd Life Guards in 1824 (hence, The Regency Club!) If there's one disappointment with the kit, it must be the fact that, I think, it would have been better in 90mm. As it is, even in this scale, the Andrea sculptor has captured him well, tall, slim and with his trademark moustache. There's seven parts to the kit, including the base and once again, there are a number of different views of Alex on the box to use as a painting guide. Go on, buy one, it would give Alex a buzz to see lots of these figures painted and on display at Euro Militaire this year, which he tells me, he will definitely be attending. S13-F4 retails at £20.50 + £2.95 p&p.

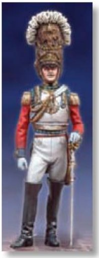
US Civil War general and, later, President of the re-united USA, Ulysses S. Grant is the subject of the next kit (SG-F132). He has been sculpted in his campaign dress in 1864 as the tide was slowly turning in favour of the Northern Yankees. While the figure has been cast in one piece, except for the hat and left hand grasping his eternal cigar, this kit has a bit 'extra' to fit onto the supplied base, namely a campaign table with binoculars and binocular case. I had no trouble assembling this little vignette, for that is what it is, after removing the mould lines. Painting it was a little more difficult, as his dress is just about just one colour. I'm still not sure about the face; I think it should be a little rounder. Saying that, he does certainly resemble this famous general. SG-F132 retails at £20.50 + £2.95 p&p.

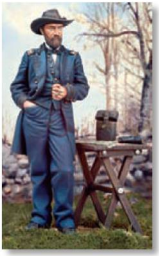
SG-F133 is a Prussian officer of 1878, and a magnificent specimen he is. His pork chop mustachios would have sent many a German *fraulein's* heart a' flutter, they are that grand. Resplendent in blue uniform with deep red facings, blue and silver sash, and the famous *Pickelhaube* with its enormous regimental plate; these Prussian officers must have 'cut a dash' as they swept aside the French army during the Franco-Prussian War. The kit consists of the main body, head, two arms with the sword grasped in the right hand, and a base. My review sample had very little in the way of mould lines and what there was were easily removed. The four views on the box helped to position the parts and use as a painting guide. I did have a couple of small gaps, but they were easily remedied with gap-filling super glue. SG-F133 retails for £19.15 + £1.95 p&p

And so, to the fantasy figure! This is called Luriel, Sacred Fist, WS-13, from the 'War Lord Saga'. I have to admit that I'm not exactly *au fait* with this genre. However, that is not to say that I'm against it. Many of the foremost figure painters are turning to fantasy to better able to express the talents. On top of that, many youngsters enjoy both the games and the figures, so, to my mind, anything that attracts more converts to this wonderful hobby of painting figures, whether they be historical or fantasy, is OK in my book. Apart from that, my job is to look, as objectively as possible, at the kit and make comments on the sculpting, ease of assembly, and the anatomy, so here goes! First the kit; it's heavier than the earlier ones, but from what I've seen of fantasy figures, they all seem to be wearing a lot of jumpers under their outer clothing along with heavy cloaks, which makes their heads look a little too small. I had some trouble fitting the top half of the body to the bottom, but with some judicial fettling, it seated very well, so much so, in fact, that no filler at all was required. In his left hand is a large shield while, in his right, he carries a rather mean-looking spiked ball and chain. By this time, I was beginning to enjoy myself and looking at it with an eye to painting it. So, I quickly put it down! Great fun, and if you are interested in fantasy, this figure is surely for you. WS-13 retails at £23.25 + £2.95 p&p.

And if that is not enough! The final kit in Andrea's 54mm releases is entitled 'Hostile Fire' (Kit No: S4S15) and is an exciting rendition of the US cavalry in the Indian Wars. Without actually showing any 'red savages', the company has managed to impart a sense of great action. On opening the very large package, the first impression







is 'What a lot of parts', and there is over 60 metal parts alone! Also included is a large 'lump' of resin that is the very nice base that rises to represent a bluff. The first job was to sort all the parts into individual horses and riders and then clean up the mould lines and remove any flash, of which there was very little on the review sample. When this was completed, I put each individual horse and rider into separate containers, only bringing each one out when I was ready to paint them. While I realise that this could be a long way round the problem, as each horse/rider had to be undercoated individually, it did (a) keep them separate from each other and (b) go a long way to prevent loss of the small parts. With this number of (very) small parts, it's so easy for one or two to get lost and I didn't want to come to a shuddering halt while I waited for Andrea to send me a replacement, which, by the way, they always seem happy to do. The pennant is supplied as a coloured wrap round and all the horses have steel pins in their legs for extra rigidity, a nice touch is that as you don't want to finish the diorama and then, a couple of months later, find that the horses have 'sagged'.

If I have a criticism of the kit it is that I would have liked the flag in its own package and secured onto the instruction sheet, as it was, it was floating around inside the outer wrapping. Also, horse halves were 'loose' inside the inner, padded container and fell out onto the floor when I pulled it open. Apart from a couple of 'niggles,' this really is a tour de force of a kit and, I'm sure, those of you who bought the earlier stagecoach scene will hanker after this one, and I don't think you will be disappointed. There is a comprehensive assembly and painting guide so you don't make mistakes. This is a kit you can really get your 'teeth stuck into', as they say. S4S15 Hostile Fire retails at a hefty £222.60 +£5.25p&p

The company's latest 90mm (1:18 scale) release is another in their 'The Third Reich, Rise and Fall' Series. This time it is a Panzer Grenadier (TR-003) at the time of the 1940 Campaign in France. As the uniform he's wearing didn't change to any great degree for a number of years afterwards, the figure can be easily converted to, more or less, any time during the war in Europe. As usual, with the exception of the resin base, Andrea has produced the kit in white metal, making it quite heavy, but also giving it some 'substance'. The main components of the figure are in three parts, the upper body including the head and the right arm, and both legs. The remaining parts, right arm holding the grenade that he is in the process of throwing, the helmet, and all the other small parts are sealed in cellophane packets. As there are quite a few small components, great care must be taken to prevent any loss. I find the best way is to remove them from their sprues (if any), clean off the mould lines and then immediately put them into sealable containers until they are needed for painting. The main parts, surprisingly, didn't require much in the way of cleaning up or fettling to remove mould lines. I say 'surprisingly' as usually with a large kit, fit can sometimes require a little work and/or filler, but not in this case. Oh Yes! I did have to use a little gap-filling super glue in a number of joints, but nothing to really bother about. I did find that I had to give all the parts an extra good wash in soapy water because the mould release agent was quite persistent. While there are no instructions per se, the numerous coloured illustrations around the box sufficed for both colour identification and assembly. However, if one is going to spend good money on a kit such as this, you should either have some reference on hand or be prepared to, at least, buy an Osprey 'Men-at-Arms' volume. I did discover that I was going to need a German shield decal to go on the side of the helmet as there isn't one with the kit, and my old hands and eyes are not really up to the job these days. So, there you have it, another fine figure for your burgeoning cabinet. Nice, isn't it? TR-003 retails at £45.95 + £4.95 p&p.

Finally, the company has released the fifth figure in its charming 'Pin-up' series - entitled 'Watch the Birdie' (PINUP05) with the young lady getting tangled up in her camera's cable release with, of course, the inevitable result of it pulling up her skirt to reveal a very shapely pair of legs. Unlike many 'girlie' figures that one sees on the market that are, frankly, near pornographic, I find these neither offensive nor exploitative. They are 'just what it says on the box', to borrow a phrase, 'Pin-ups', and completely charming. As to the kit itself, it is beautifully sculpted and, with such a subject, they all have to be, as if they were not, they would become offensive. The castings, in white metal, are free of blemishes and assemble without a problem. The kit consists of around a dozen parts including the base, camera and tripod. If you have already become a collector/painter of the previous ones, you will certainly not be disappointed with this latest addition to the series and, by now, you will have conquered the flesh-painting bugbear. It retails at £31 + £3.95 p&p. Andrea kits are available from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720. Fax: 01304 204528. sales@historex-agents.co.uk www.historexagents.com

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The Soviets always tried to come up with the lowest common denominator for mass production; pick one good design, and then put them into mass production at two or more factories. As a result, they rarely had a singularly outstanding weapons system, but they had very good ones and a lot of them. Such was the case with the T-34, which had been picked just prior to the Second World War to be the standard medium tank.

The 'home' or lead factory was Factory No.183 in Kharkov, and it was to be followed by Factory No.112 Krasnoye Sormovo, and then the Stalingrad Tractor Factory (STZ) in getting the tank into mass production of more than 2,000 tanks per year. After the war began, on 25th August 1941, Factory No.183 sent five knocked-down T-34 Model 1941 tanks to Factory No.112 along with nine machine tool jigs and five *kontovateli* – a very large barrel-hoop shaped rotating jig for welding the hull components together. As Factory No.112 had been working on partially knocked-down T-34s for some time, they were prepared and had two of the hulls finished by 1st September. In that month they received another 35 knockdowns from the armour factory at Mariupol and made 48 more on their own.

Due to the fact that the armour plate they were manufacturing was quite hard and edge welding was not as reliable as needed, they switched to a 'notched' construction design to fit the glacis plate to the hull sides. Prototypes were finished by 25th October and then full-scale production commenced. Documentation was provided to the STZ; they later adopted a similar style, but used it for both the glacis and upper stern plate.

Other than the 'notched' assembly at the front, the hull 'signatures' of Factory No.112's tanks were the large hinges at the rear for both the air exhaust grille and the entire upper plate. The upper rear plate also introduced a round access hatch held in place by four bolts; later this was modified to a larger one held in place by seven bolts, but offset slightly to the right. The turrets generally matched the Factory No.183 designs, e.g. with or without the rear bolted hatch for gun barrel replacement access; without it the turret had to lifted by a crane and tilted forward to get to the barrel, but with some minor changes in form and shape. The other item that distinguished Factory No.112 tanks from the rest of the T-34s was the fact they sported more handrails for *tankoviy desant* riders than any others – up to four on the turret and 14 on the hull!

Factory No.112 built this design well into early 1943 before they changed to the six-sided *Gayka* turret design. I haven't found the changeover point yet, but there were probably more than 2,900 of these tanks built.

So far cyber-hobby.com has been hit or miss with their 'boutique' versions of the T-34 series tanks; their STZ Model 1941 was nicely done but the STZ Model 1942 was riddled with simple and annoying errors, most of which related to the hull. Happily, this new kit, cyber-hobby.com 1:35 scale Kit No.04 (Dragon Models Ltd Kit No. 6452) is mostly a 'hit' as they got much more right with it.

The kit adds two new sprues to the tried and true DML T-34 Model 1941 moulds – a new sprue with two stern plates and two sets of rear air exhaust grilles – and a new turret sprue with a lovely new one-piece turret shell for the cast turret. They also provide the very early model T-34 Model 1940 tracks on sprues, but then happily add the 'Magic Track' links from their premium T-34-85 kits. Since many Russian sources attribute this design to Krasnoye Sormovo, and it was the one used on nearly all of their tanks, it is more accurate for any of the tanks produced after October 1941, which this kit represents.

The old parts provided with this kit are tried and true, and have generally been well received by modellers. Suffice it to say there are still the usual quirks that must be dealt with, such as the late-model double bump stop on the lower hull moulding; as it can't really be seen when the model is assembled, it is not right but pretty much a 'so what' correction. The front glacis plate for this kit (P-1) has the 'notches' moulded in place (unlike the STZ 42 hull which had them moulded in place on it) and as such care will have to be taken in installing it to the hull body. The kit also provides the 'bars' that were welded to the hull to protect the turret race.

Both of the Factory No.112 hull stern plates and access hatches are included, but only the later one has the wide hinges on the air exhaust grille. The hatch is missing the top bolt, but that should be easy to replace from one of the other two stern plates (one of which is not used at all). Note that there is no verifiable data on what constitutes a 'gasser' or M-17T powered T-34. The early grille which cyber-hobby.com calls the 'gasoline' grille is really the pre-June 1941 design which had a taillight ensconced in the notch; later ones either did not use one or provided only a wire and fitting for a detachable one.

T-34/76
No.112 Factory "Krasnoe Sormovo"
Early Production
3 in 1
04

The turret is a nicely done new sprue (T) which includes a one-piece shell (thanks to 'slide moulding' for the Factory No.112 type castings. Note that the bead around the front of the shell is weld bead and *not* a seam to remove! Also note that the turret comes with two hatches, of which the second one (T-3) is the more common hatch for this tank according to the 'Top to Bottom' books. The model comes with an early type PT periscope sight/viewer without the more popular 'acorn' shaped cover found on T-34s. The modeller has a choice of three barrels for the F-34 gun: two-piece, one-piece with hollow bore from 'slide' moulding, and a turned aluminium one. A gun breech and partial interior to the turret are provided as with all of the DML T-34 kits. All 16 handrails for the tank are included as well as at least two spares or alternate ones.

This project is listed as supervised by Hirohisa Takada, with drawings from Minoru Igarashi and the Dragon design team; Nick Cortese provided technical assistance.

The model doesn't really come with specific finishing directions other than to paint the tank Soviet armour green (shade 4BO to the Soviets) and only provides specific info for one tank, 'From the Workers of Kazakhstan' with a 'number jungle' to create specific vehicles. Use of two or three-digit numbers at this stage of the war was common, but most of the latter only started with 1, 2, 3 or occasionally 4 and the rest never went much above 22 or so as tank companies were only seven to 10 tanks in size and battalions 22 to 31. The sheet is from Cartograf and provides three different styles of numbers.

Overall, this is a much better kit than the STZ 42 and possibly the best of the DML T-34s so far. Thanks to Freddie Leung for the review sample.

Sprue breakdown

A12 x 2 T-34 driver mounts, road wheel arms
B21 T-34 40/41 turret roof and hull details
C21 T-34 40/41 upper hull and details
D15 x 2 T-34 40/41 solid disk wheels
E16 T-34 tie-downs and brackets
F37 x 2 T-34 40/41 drivers/idlers, auxiliary fuel tanks
G23 T-34 40/41 welded turret and hull details
H6 T-34 engine intake vents, driver's hatch
H14 T-34 41 turret front and details
I1 T-34 standard hull pan
J2 Clear styrene
K13 T-34 41 F-34 gun assembly
L65 x 3 T-34 Model 1940 early model tracks
M18 x 2 T-34 95-litre round auxiliary fuel tanks
N4 x 2 T-34 spring towers
P51 Sormovo plant details (glacis, stern plates)
R11 T-34 Model 1940 glacis plate and details
S1 Twisted steel wire
T16 T-34 Model 1941 Cast Turret
Y180 'Magic Track' waffle pattern track
MA 119 Etched brass
MB 1 Turned aluminium barrel

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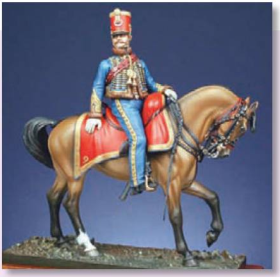

Metal Modeles

Bruno Leibovitz's latest Metal Modeles offerings are always eagerly awaited, especially by the Napoleonic fraternity and with me, I might add, in the forefront! His new release is a mounted 54mm Captain of the 9th Hussars in campaign dress c.1814 (Kit No: MM116) and it's certainly no exception.

As usual, it is crisply cast in white metal alloy with the horse in the Metal Modeles' now accepted break down of two halves, ears and tail and the saddle is cast as part of the horse. The figure is depicted in the late Empire high shako *rouleau* covered in scarlet cloth that became fashionable in the hussar regiments from 1812. He wears the later uniform trousers with the inner legs double- lined with cloth rather than the leather inset. Of course, to a certain extent, most of the hussar regiments can be depicted. The 9th was raised in 1793, first as the 10th regiment, from the *2eme Régiment de Hussards de la Liberté* (itself created in 1792) and then renamed. It was disbanded on the 12th May 1814. Its battle honours included Jena, Wagram and Moscow. It was not, as far as I can ascertain, reconstituted for the 100 days campaign. I do know that Andrea produced a 54mm figure of a trumpeter of the 9th seated at a table a few years back that could, conceivably, make a very nice vignette with this figure.

After a little fettling of the mould lines and some flash, as usual the figure went together without any problems or recourse to filler. In fact, it is to Mr Leibovitz's usual high standard. MM116 is available in the UK from Historex Agents, Wellington House, 157 Snargate Street, Dover, Kent CT17 9BZ. Tel: 01304 206720.

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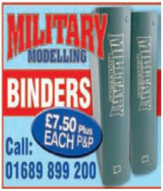

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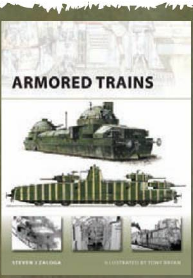
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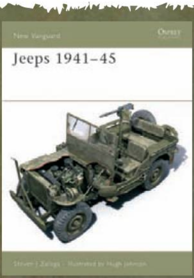
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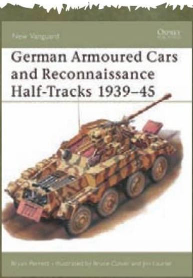
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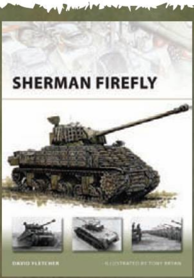
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